

JUNE 2020

# SUBSTANCE IMPAIRED DRIVING

## Strategic Plan



Missouri Coalition  
for **Roadway Safety**





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## Substance-Impaired Driving Subcommittee

May 15, 2020

On behalf of the Missouri Coalition for Roadway Safety's Substance-Impaired Driving Subcommittee, it is our privilege to present the fourth edition of Missouri's Substance-Impaired Driving Strategic Plan.

Despite impressive reductions in traffic-related fatalities and serious injuries in Missouri over the past several years, crashes involving substance-impaired drivers continue to be a serious problem.

To address the issue of substance-impaired driving, the Substance-Impaired Driving Subcommittee facilitated development of the strategic plan. The plan focuses on reducing substance-impaired driving crashes by establishing key strategies in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data.

In addition to drafting the plan, the Substance-Impaired Driving Subcommittee will oversee coordination and implementation of the Substance-Impaired Driving Strategic Plan.

We would like to extend a special thanks to all those who contributed to the development of this plan. We look forward to working with each of you over the coming months and years to carry out the vision outlined in the plan.

A handwritten signature in black ink, appearing to read "Norman Murphy".

Captain Norman Murphy,  
Missouri State Highway Patrol

A handwritten signature in black ink, appearing to read "Mark Rembecki".

Mark Rembecki,  
Division of Health and Behavioral Health

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## Mission

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Improve traffic safety in Missouri by implementing evidence-based programs that eliminate the number of deaths and injuries resulting from substance-impaired driving traffic crashes.

## Vision

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Toward Zero Substance-Impaired Driving Deaths on Missouri Roadways.

## Overall Goal

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Reduce fatalities involving drivers who are impaired by alcohol and/or other drugs utilizing strategies in the current Missouri Highway Safety Plan, in conjunction with *Show-Me Zero: Driving Missouri Toward Safer Roads*.

## Benchmark

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This goal will be measured by the number of fatalities involving at least one driver who was impaired by a drug or combination of drugs.

The baseline established in 2011 of 223\* alcohol- and drug-related fatalities will be used.

\*In the 2017 Impaired Driving Strategic Plan, this number was 234. Office of Highway Safety determined that in order for this document to match our Strategic Highway Safety Plan the statistics utilized would be from the Highway Safety & Traffic Division's data.

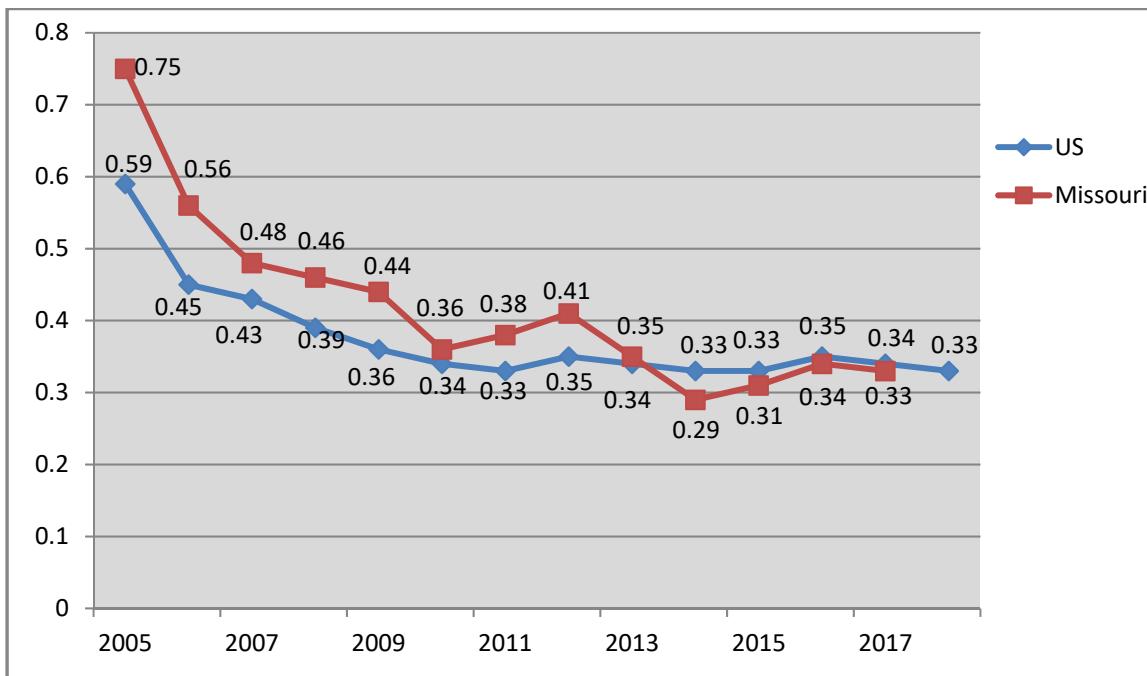
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## Background

Amazing results best describe Missouri's effort to save more lives and reduce serious injuries occurring on our roadways. Since 2005, the State has experienced an overall reduction of 26.7 percent in fatalities and 45.3 percent in serious injuries. Between 2005 and 2018, Missouri's annual traffic fatalities fell from 1,257 to 921. This remarkable decrease is due in part to aggressive implementation of the strategic highway safety plans.

Much progress has also been made in the area of alcohol-impaired driving since 2005 when the yearly alcohol-related fatality rate per 100 million vehicle miles traveled in Missouri was 0.75 compared to 0.33 in 2017.

### Alcohol-Impaired Driving Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)



NOTE: Utilization of a new definition of the fatality rate began in 2007 and is based on the BAC of all involved drivers and motorcycle riders (operators)

Missouri followed guidance provided by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) in 2004 and established a coalition of safety advocates, The Missouri Coalition for Roadway Safety (MCRS). The MCRS was charged with leading the statewide implementation of the first Strategic Highway Safety Plan (SHSP), *Missouri's Blueprint for Safer Roadways* which set a goal of 1,000 or fewer fatalities by 2008. The MCRS implemented and is operating under the fourth edition of the Blueprint, *Missouri's Blueprint – A Partnership Toward Zero Deaths* and is currently in the process of rewriting the SHSP, known as *Show-Me Zero: Driving Missouri Toward Safer Roads* which will become effective January 1, 2021.

The significance of the MCRS is paramount to traffic safety and the reduction of alcohol-impaired driving in the state. The MCRS will now be operating statewide with five subcommittees that are responsible for various areas of traffic safety. The Statewide Substance-Impaired Driving

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Subcommittee focuses on the area specific to reducing fatalities and serious injuries resulting from substance-impaired driving. The Statewide Substance-Impaired Driving Subcommittee was instrumental in hosting a strategic planning meeting in 2008 with partners across the state, resulting in development of the first substance-impaired driving strategic plan in the state. An additional summit was held in 2015 to update the plan for the third time. Information gained from both the strategic planning meeting and the *Substance-Impaired Driving Strategic Plan* was utilized in updating the statewide strategic plan - *Missouri's Blueprint to Save More Lives* and subsequent versions.

Additional information about the purpose and procedural guidelines of the MCRS can be found in Appendix A.

Missouri currently outlines efforts to improve traffic safety and reduce substance-impaired driving crashes through several statewide plans. These plans include *Missouri's Substance-Impaired Driving Strategic Plan*; *Show-Me Zero: Driving Missouri Toward Safer Roads*; the *Highway Safety Plan*; and the Department's *Tracker*. Each of the plans is developed in different fashions yet builds upon the other. The plans mentioned above can be located on the internet at the locations listed below:

*Show-Me Zero: Driving Missouri Toward Safer Roads* – [www.savemolives.com](http://www.savemolives.com)

*Highway Safety Plan* – [www.modot.org/safety/index.htm](http://www.modot.org/safety/index.htm)

*Substance-Impaired Driving Strategic Plan* – [www.savemolives.com/impaired-driving.html](http://www.savemolives.com/impaired-driving.html)

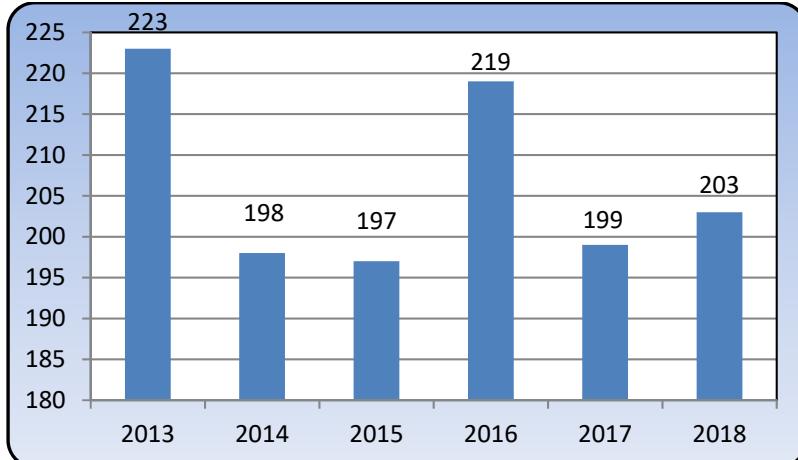
MoDOT's *Tracker* can be found at: [www.modot.org/about/Tracker.htm](http://www.modot.org/about/Tracker.htm)

## Introduction

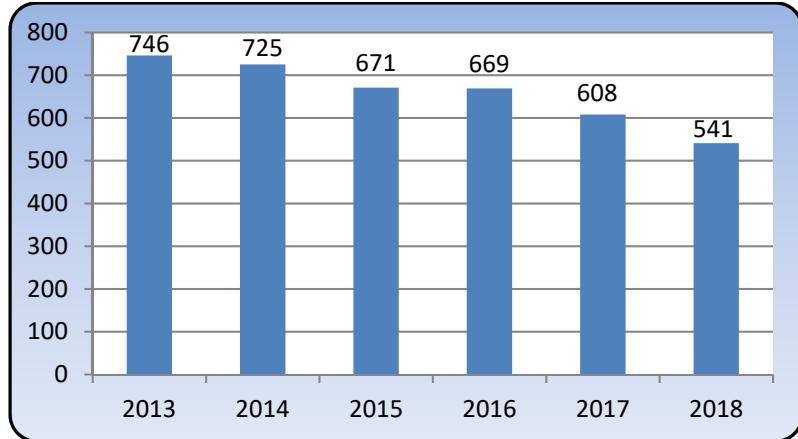
In 2018, a total of 921 people died in traffic crashes on Missouri's roadways. One person was killed every 9.5 hours. The death rate was 1.18 per 100 million vehicle miles of travel. Although these numbers are still too high, Missouri has seen a significant decline in overall traffic fatalities since 2005. One area where less improvement has been made is in crashes caused by drivers who are impaired by alcohol and/or other drugs. These drivers are responsible for causing a substantial number of traffic crashes on Missouri roads, especially those resulting in death or serious injury.

Substance-impaired driving involvement, in particular, was a significant contributing factor in Missouri's serious traffic crash experience in 2018. Of all 2018 Missouri traffic crashes, 3.9 percent involved a substance-impaired driver. However, of all fatal crashes, 21.3 percent had a substance-impaired driver. A total of 203 persons were killed and 3,263 were injured in these crashes. In 2018, one person was killed or injured in substance-impaired driving-involved crashes every 2.53 hours in the State. It should be noted that substance-impaired driving involvement is most likely under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate. As indicated in the following graphs, substance-impaired driving-related traffic crashes and deaths are still a serious problem in Missouri.

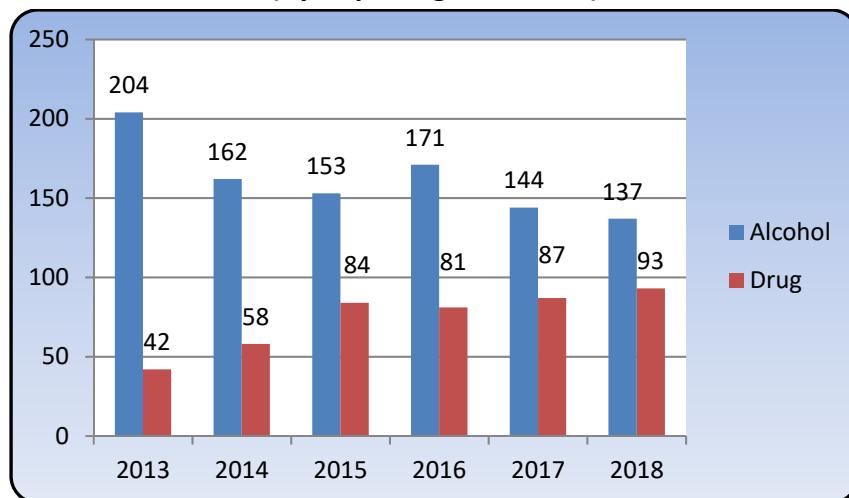
### Fatalities Involving Substance-Impaired Driving



### Serious Injuries Involving Substance-Impaired Driving

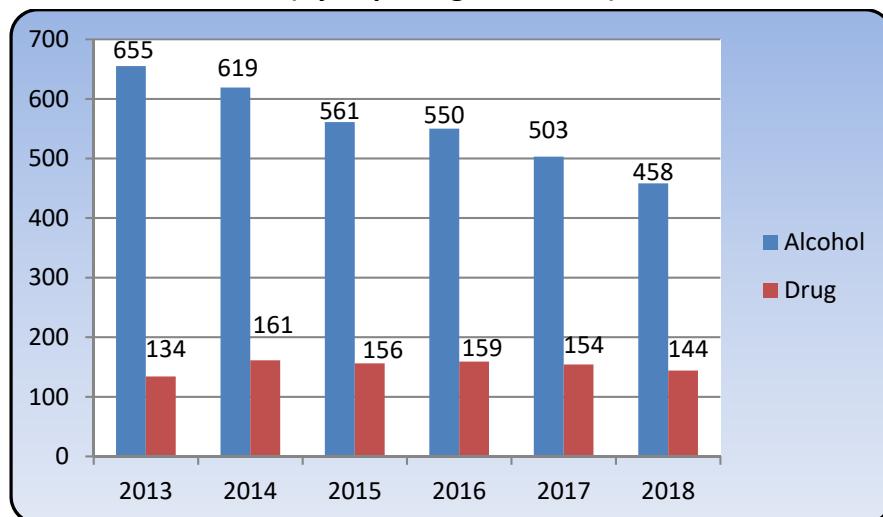


### Fatalities Involving Substance-Impaired Driving (By Impairing Substance)



*Note: The two categories of impairing substances cannot be added together. Subjects could have more than one impairing substance in their system.*

### Serious Injuries Involving Substance-Impaired Driving (By Impairing Substance)



*Note: The two categories of impairing substances cannot be added together. Subjects could have more than one impairing substance in their system.*

Substance-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Substance-impaired drivers of vehicles equipped with safety belts made up 52% of those killed and seriously injured in 2018 substance-impaired driving crashes. Of the drivers killed, 88.1 percent were unbelted while 67.5 percent of those who were seriously injured were unbelted.

Missouri's Substance-Impaired Driving Strategic Plan focuses on reducing substance-impaired driving crashes by including components in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data. Each of these components will be described in more detail throughout the plan with strategies outlined in order to achieve the specific goals listed. This plan will also support the goals outlined in the Highway Safety Plan.

Specific and Measurable Goals of the Substance-Impaired Driving Strategic Plan:

- Reduce the number of fatalities and serious injuries involving a substance-impaired driver.
- Reduce the number of fatal and serious injury crashes involving a substance-impaired driver.
- Reduce the number of fatalities involving an alcohol-impaired driver with .08 BAC or greater.
- Reduce the number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol).
- Reduce the number of fatalities involving substance-impaired drivers under the age of 21.
- Increase the number of limited driving privileges.
- Maintain the number of DWI courts.
- Increase the number of graduates of DWI courts.
- Maintain the graduation rate of DWI court participants.
- Increase the percentage of DWI cases filed in circuit court (municipal, associate, and circuit divisions).
- Increase the number of law enforcement agencies and local prosecutors providing arrest and prosecution information in DWITS.
- Decrease the percentage of chemical refusals.
- Increase the number of offenders attending SATOP classes by program type.
- Decrease the percentage of repeat offenders through screening, education and/or treatment.
- Increase the number of DWI arrests.
- Increase guilty outcomes and total sentenced (excluding SES) for DWI (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> offense, etc.).
- Increase the number of ignition interlock devices installed.
- Increase the number of municipal courts using automated reporting systems such as Show-Me Courts and other municipal vendor programs.

## I. Program Management and Strategic Planning

Missouri's substance-impaired driving program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities carried out under this Strategic Plan are guided by problem identification and monitored for effectiveness.

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➤ **Task Forces or Commissions (Authority & Basis for Operation of the Statewide Substance-Impaired Driving Subcommittee):**

Governor Mel Carnahan signed Executive Order 94-19 on May 25, 1994 establishing the Governor's Commission on Driving While Intoxicated and Impaired Driving and appointing the Director of the Department of Public Safety as the chair. The Commission met for several years and term limits for the commissioners were allowed to expire. The Governors elected since the Carnahan administration did not appoint new members to the Commission and the Commission was not very active. In fact, many of the members were no longer serving on the Commission.

Staff of Missouri's previous Governor, Jay Nixon, asked many questions about the Statewide Substance-Impaired Driving Subcommittee including structure and effectiveness. Governor Nixon convened several special meetings to address specific issues of concern and supported the structure of the Statewide Substance-Impaired Driving Subcommittee under the Missouri Coalition for Roadway Safety. A member of the Department of Public Safety served on the Statewide Substance-Impaired Driving Subcommittee and reported to the Governor's Office on issues of concern.

The Missouri Coalition for Roadway Safety was established in 2004 and led the effort to reduce fatalities and serious injuries resulting from traffic crashes and continues do so through the implementation of Missouri's newest Strategic Highway Safety Plan, *Show-Me Zero: Driving Missouri Toward Safer Roads*. As a natural result of the Coalition efforts, subcommittees were formed to work on specific areas of concern statewide such as substance-impaired driving related traffic crashes. At that time, Charles Jackson, Director of the Department of Public Safety and Chair of the Governor's Commission on Impaired Driving, agreed to integrate the Commission into the structure and process of the MCRS efforts. Joyce Shaul, Director of Highway Safety and the Governor's Highway Safety Representative at the time, sent a letter to each member of the Governor's Commission on Driving While Intoxicated and Impaired Driving discussing this plan. Since that time the Statewide Substance-Impaired Driving Subcommittee has been very active and is now chaired by Captain Norman Murphy, Missouri State Highway Patrol and Mark Rembecki, Substance Awareness Traffic Offender Program. Statewide Substance-Impaired Driving Subcommittee members include representation from law enforcement, the criminal justice system, driver licensing, prevention, treatment and rehabilitation, ignition interlock program management, public health, Mothers Against Drunk Driving, public safety, and the Department of Transportation.

The Director of the Missouri Department of Transportation (MoDOT), Patrick McKenna, serves as the Governor's Highway Safety Representative and is very supportive of both the Missouri Coalition for Roadway Safety and each of the Statewide Subcommittees. MoDOT staff and funding are utilized to support the activities and structure of the MCRS.

The Statewide Substance-Impaired Driving Subcommittee meets quarterly and has most recently worked on issues such as legislation, Driving While Intoxicated (DWI) reporting, blood draws, updating breath alcohol instrumentation, BAC testing in fatal crashes and expansion of DWI courts in the state. The Substance-Impaired Driving Strategic Plan was created and endorsed by the Substance-Impaired Driving Subcommittee. The Substance-Impaired Driving Subcommittee will continue support of

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the Substance-Impaired Driving Strategic Plan by overseeing the implementation of strategies outlined in this document.

➤ **Strategic Planning (Development and Approval of Statewide Strategic Plan):**

On October 25, 2019, November 15, 2019 and February 21, 2020 the Substance-Impaired Driving Subcommittee and the Missouri Department of Transportation hosted workshops to update the existing Substance-Impaired Driving Strategic plan. The Uniform Guidelines for State Highway Safety Programs, Guideline Number 8, was utilized in development of the original plan. There were thirty-six participants in attendance at these workshops who represented law enforcement, prevention, treatment and recovery, rehabilitation, prosecution, courts, MADD, transportation, driver licensing, ignition interlock program management, NHTSA, Department of Health, and other traffic safety groups. The working document was updated to reflect comments and concerns from the planning group at the workshops to create the fourth version of Missouri's Substance-Impaired Driving Strategic Plan. **The Substance-Impaired Driving Subcommittee members have reviewed this plan and gave final approval on May 15, 2020 before submission to NHTSA.**

➤ **Program Management:**

The substance-impaired driving program is coordinated by a staff person with MoDOT's Highway Safety and Traffic Division, who serves as the substance-impaired driving coordinator for the Department. The coordinator works with the co-chairs of the Substance-Impaired Driving Subcommittee to facilitate coordination, resource sharing, communication and strategic planning among those who serve on the subcommittee and other agencies and organizations. In addition, the State has a Traffic Safety Resource Prosecutors Program that is instrumental with coordination efforts as well.

The Subcommittee guides efforts outlined in the Substance-Impaired Driving Strategic Plan. Individual members are often asked to provide updates to the Substance-Impaired Driving Subcommittee on particular areas of interest or concern to measure or evaluate progress (e.g., DWI courts, blood testing, BAC reporting, etc). Subcommittee members are very active in the area of substance-impaired driving and collectively bring a wealth of knowledge and experience to the table. A list of the Substance-Impaired Driving Subcommittee members can be found in Appendix B.

➤ **Resources:**

The structure of the MCRS, with five subcommittees and seven regional coalitions, allows for enhanced communication and resource sharing among all agencies and organizations involved. Although there is currently a heavy reliance on grant funding, there are other resources utilized in the state. Many agencies and organizations have funding that covers some of the substance-impaired driving programs. However, frequently agencies struggle with limited funding to support the programs they are tasked with or stretching the funding to meet the demands placed on the system.

One such resource is the Mental Health Earnings Fund which funds the Substance Awareness Traffic Offenders' Program (SATOP) established by Missouri legislation in 1993. SATOP contracts with

and certifies programs to provide assessment, education, and treatment interventions. SATOP is required by law for license reinstatement and is funded solely from fees paid by the SATOP participant.

Many of the costs associated with substance-impaired driving programs or sanctions in the State are borne by the DWI offender. Recoupment of those costs are collected or recovered in many ways; e.g., recoupment funds, DWI court participant fees, SATOP fees and direct cost charged by the service provider.

Another resource is the Law Enforcement Liaison program. This program was started in Missouri in 2016 with the Missouri Office of Highway Safety. Three retired police officers were selected to start the program with one being assigned to work the Southwest Missouri area and based in Springfield, the second based in the Kansas City area and assigned to work the Northwest Missouri region, and one based near St. Louis working the majority of Eastern Missouri. These individuals serve as a liaison between the law enforcement agencies in the state and the Highway Safety Office (HSO). The liaisons work several hours per month making contact with individual agencies and providing information about the current highway safety campaigns. The HSO currently promotes five DWI campaigns throughout the year and the liaisons encourage agencies to participate in these campaigns and follow up with them regarding submitting statistics for the campaigns.

In April 2020, Missouri was awarded a 2 year grant, through the American Bar Association, to establish the State Judicial Outreach Liaison (SJOL) program. The purpose of the SJOL program is to increase HSO and judiciary knowledge of challenges in adjudicating Impaired Driving cases. The SJOL will address these challenges through education and technical assistance. SJOLs will provide needed resources including the review and distribution of current science, research and data, information on evidence-based sentencing practices, DWI Courts, Ignition Interlocks, case law, and offender assessment and treatment throughout the State. SJOLs will conduct peer-to-peer judicial education, provide local technical assistance and distribute resources to assist in the adjudication of impaired driving cases.

➤ **Data and Records:**

Missouri currently uses data from multiple sources including the Fatality Analysis Reporting System, State Traffic Accident Record System, the Traffic Management System, Department of Revenue Driver License Bureau and General Counsel, Judicial Information System, Show-Me Courts and other vendors supporting disposition reporting, and Department of Mental Health, among others. The State also has a Traffic Records Coordinating Committee to represent the interests of the stakeholders in the data collection and reporting process.

Great strides have been made toward the goal of ensuring accurate criminal records with the creation of the DWI Tracking System (DWITS). DWITS offers law enforcement officers, prosecutors and courts the ability to get real time information on the impaired driving record of anyone arrested for a substance-impaired driving offense in this state. Unfortunately, reporting to DWITS is not currently mandatory and participation is not currently universal.

Section 43.544 Missouri Revised Statutes (RSMo) requires each law enforcement agency, county prosecuting attorney and municipal prosecutor to adopt a policy (and certify adoption of a policy)

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requiring arrest and charge information for all intoxication-related traffic offenses be forwarded to the central repository as required by Section 43.503 RSMo.

Missouri law currently requires an Alcohol Influence Report (AIR) to be filed any time someone is arrested for an intoxication related traffic offense and has a blood alcohol concentration (BAC) of .08 (or .02 for minors) and above or refuses to submit to a chemical test. These reports are not always filed in a timely manner or filed at all. Also, unless there is a corresponding criminal conviction, a person who drives under the influence of a drug other than alcohol may avoid licensing sanctions.

While we have a thorough and comprehensive crash report, substance-impaired driving tends to be underreported, particularly as it relates to drugs other than alcohol. This is often due to a failure to report alcohol or drug use as a causal factor and a failure to recognize the indicators of impairment in all cases. In addition, once alcohol is found and the BAC is at or above .08 no further toxicological testing is conducted to determine drug involvement. In federal fiscal year 2016 and 2017 the Missouri State Highway Patrol Crime Lab worked with the Highway Safety and Traffic Division to implement a pilot project that allows for the testing of drugs in drivers who were killed in fatal crashes. The final report for this project concluded that testing for alcohol only results in missing a significant number of drivers that are potentially impaired on another substance. Uniform testing within and between agencies ensures accurate data on drug use by drivers which can aid in public health responses to combat challenges associated with substance-impaired driving. Due to the findings of this project it is encouraged that agencies utilize the Missouri State Highway Patrols' (MSHP) lab to test for impairment. The MSHP has now purchased and is utilizing three liquid chromatograph/mass spectrometry (LC/MS) units. One LC/MS was purchased utilizing NHTSA funding through the Office of Highway Safety.

During the summer of 2019, Cambridge Systematics began a large-scale project focusing on updates to the Missouri Uniform Crash Report to better align with MMUCC 5 standards that will consist of cooperation from a variety of agencies being represented on the STARS Committee. The project plan provided by Cambridge Systematics and approved by MSHP and MoDOT plans to deploy the new crash report on January 1, 2022.

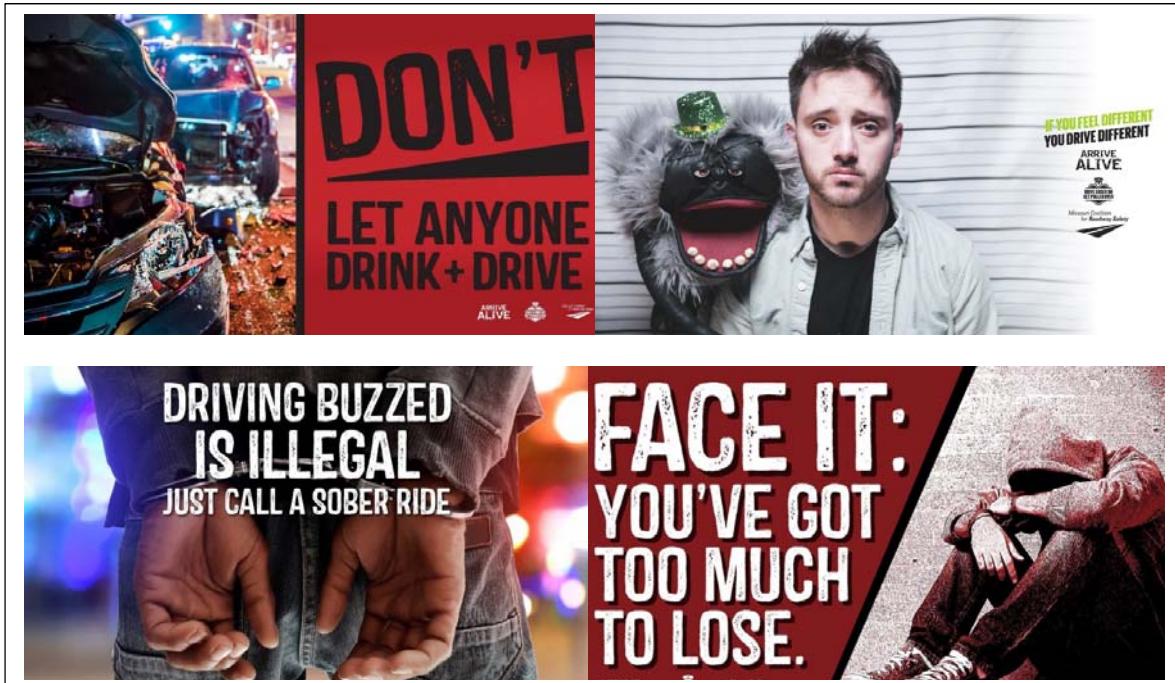
The Missouri Drug Recognition Expert Tracking System was implemented in 2016 to capture information from the evaluations that Drug Recognition Experts (DRE) conduct. The system also allows for better coordination of the DRE certification process and transmittal of information to the National system. This system allows for data collection on evaluations that are conducted on drug-impaired drivers. Some of the information that can be collected are: the number of DREs in the state; which law enforcement agencies have DREs; number of DRE instructors; and the types of drugs identified in an impaired driver's system.

➤ **Communication Program:**

Missouri currently has a robust statewide communication program that is coordinated through the Public Information and Education (PI&E) Subcommittee of the MCRS. The PI&E Subcommittee assists in communicating traffic safety related activities of the MCRS. Members of the PI&E Subcommittee can be found in Appendix C.

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Statewide communication efforts can be found on the MCRS website at [www.saveMOlives.com](http://www.saveMOlives.com). Information about each of the traffic safety campaigns are on that site as well as media releases, graphics, statistics and more. The website allows members of the coalition and public to access traffic safety information in one location and in a timely manner.



It is important to mention that many of the traffic safety partners also have their own campaigns as well. For example, MADD and the Missouri State Highway Patrol conduct very specific substance-impaired driving campaigns while supporting the MCRS efforts. Participating agencies and organizations use the same campaign logos, such as ARRIVE ALIVE, or other such messages whenever possible to leverage messaging, budgets and overall efforts.

The vast majority of PI&E efforts center around earned and paid media efforts in support of Missouri's high visibility enforcement. Those efforts are outlined more specifically in the criminal justice section of this plan with a heading titled "Publicizing High Visibility Enforcement."

Strategies in the Program Management and Strategic Planning Area:

1. Formalize activities of the Substance-Impaired Driving Subcommittee:
  - a. Keep official minutes for each meeting;
  - b. Expand membership to include key areas that are not currently represented (i.e., the defense bar, judges, hospitality industry);
  - c. Formalize the operational procedures for the subcommittee; and
  - d. Adopt parliamentary procedures to govern voting and other actions taken by the subcommittee.
2. Continually review short and long-term objectives to ensure strategic plan goals are met.
3. Enact legislation that provides resources dedicated to substance-impaired driving in the state.
4. Educate state, county and local officials about the value of substance-impaired driving initiatives.
5. Educate law enforcement agencies and prosecuting attorneys about their ability to recoup the costs of substance-impaired driving investigations and ensure that these funds are returned to the arresting agency for DWI enforcement efforts.

## II. Prevention

Missouri will seek to reduce the incidences of substance-impaired driving through public health approaches, including altering social norms, changing risky and dangerous behaviors, and creating safer environments.

➤ **Promote Responsible Alcohol Service:**

Service to underage drinkers and over-service to those over 21 by bars and restaurants contributes to substance-impaired driving crashes. Missouri conducts a variety of programs that address this particular issue including an online responsible beverage service training and an educational program for Missouri college student organizations and individuals to promote hosting responsible events and parties.

After drastic budget cuts to Missouri Division of Alcohol and Tobacco Control (ATC) in 2010, the legislature recently restored some of the funding for ATC. In the summer of 2018, ATC reinstated its Alcohol Safety Awareness and Prevention (ASAP) program through a partnership with Highway Safety. This program is a comprehensive approach to addressing alcohol related issues from an enforcement, prevention and education perspective. The education component of the ASAP program is called Server Training. The Server Training program is a specialized program where experienced ATC Agents teach alcohol retailers responsible retail practices. The program focuses on preventing underage alcohol service, fake identification detection, over-service prevention and other pertinent alcohol laws. The training is a hands-on training and retailers are engaged to interact and learn from Agents and

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are given tips on how to reduce alcohol violations. One of the preventative enforcement components of the ASAP program is Badges in Business. The Badges in Business program is a partnership with retailers that allow for Agents to pose undercover in retail establishments to prevent alcohol underage service from happening. Agents intervene when an underage person attempts to purchase alcohol. The over service aspect, if observed, is generally encountered during our Strategic Enforcement Teams (SET) enforcement, which may consist of plain clothes investigations, high visibility efforts, saturation efforts, assisting prevention groups, and assisting retailers with persistent issues.

ATC also participates in Joint Enforcement Teams (JET) where they partner with local law enforcement agencies to address a variety of community-specific alcohol-related issues.

Missouri Partners in Prevention, a coalition of institutions of higher education in the state offers online training to alcohol beverage retailers and servers free of charge. The State of Missouri Alcohol Responsibility Training (SMART) is sponsored by MoDOT and was created with the help of an advisory board of police, bar owners, the ATC, Partners in Prevention members, and Partners in Environmental Change coalitions. The SMART program launched on December 1, 2004 and currently certifies approximately 10,000 servers and sellers in the state each year.

SMART focuses on prevention of service to underage patrons including thorough ID checking practices, recognition of a fake, borrowed, or altered IDs, and the laws and liability concerns related to serving underage customers. The training also covers avoiding over-servicing patrons, including how to spot someone who is intoxicated, how to keep someone from becoming intoxicated, how to handle an intoxicated customer, and laws and liability concerns related to servicing intoxicated customers. Servers and sellers of alcohol take a test upon completion of the program which provides them with certification for a two-year period. The program allows managers of retail establishments to access information and check which employees have or have not passed the program.

Missouri Partners in Prevention also created an online educational program for college students focused on responsible event/party hosting with an emphasis on not serving underage students, not serving intoxicated guests, and preventing impaired driving. The Student Alcohol Responsibility Training (START) program can be used within student organizations, apartment/housing complexes, or for individuals who are interested in hosting safe and responsible events and avoiding problems that may arise. Currently all 23 Partners in Prevention member institutions can utilize START on campus.

MoDOT's Highway Safety and Traffic Division provides grant funding for high visibility enforcement during the National Labor Day crackdown and quarterly enforcement activities. The quarterly effort in May will focus on underage drinking during the graduation season through compliance checks and/or party dispersal activities. Underage drinking enforcement activities will focus on the twenty-nine counties that rank within the top twenty percent with the highest incidence of fatal and serious injury crashes where at least one driver was a drinking driver under 21. Those counties are: Jackson, St. Louis, Greene, Camden, Boone, Franklin, Christian, Clay, Cole, Jefferson, Newton, Callaway, Cape Girardeau, Lawrence, Shannon, St. Charles, Texas, Buchanan, Cass, Clinton, Douglas, Gasconade, Lincoln, Pettis, Pike, Platte, Pulaski, Scott, and Taney. More information on the HVE program can be

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found in the Criminal Justice Section of this plan. In addition, UMC has funding for enforcement and year-round projects through highway safety.

Strategies for Promoting Responsible Alcohol Service:

1. Provide training to local municipalities on creation and implementation of mandatory alcohol beverage service laws.
2. Establish regulations to require server training and certification or licensing for individuals who will be serving alcohol in retail establishments.
3. Promote and expand the approved server training program.
4. Establish additional cooperative local partnerships between law enforcement agencies and bar and restaurant owners, their associations and representatives, and retailers or anyone who sells alcohol.
5. Increase compliance checks of local retail establishments.
6. Recognize retail clerks and servers that ask for ID through a YouCard, We Care campaign.
7. Look at ways to prevent alcohol service to minors in retail establishments.
8. Develop and promote model ordinances and best practices for responsible beverage serving, server training programs, and enforcement programs.
9. Continue to improve youth alcohol impairment prevention programs such as Youth Impaired Law Enforcement Training, TREND, SADD, Traffic Offenders Program, AlcoholEdu, and MADD programs.

➤ **Promote Transportation Alternatives:**

Missouri is a largely rural state which presents unique challenges for promoting transportation alternatives. Even in small communities, however, designated driver programs can be effective. In more urban areas, efforts can be directed at promoting designated driver and safe ride programs and in making the communities aware of public transportation options.

As an environmental approach to increasing the number of designated drivers in the state, Partners in Prevention coordinates the CHEERS program, which works with bars, restaurants, and nightclubs across the state to provide free non-alcoholic drinks for designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable. CHEERS also educates college students in Missouri about the importance of using a designated driver who has consumed no alcohol through on campus programs, social media, and educational information. The CHEERS program is present on 23 individual campus or community chapters and has over 250 participating establishments statewide.

Partners in Prevention also uses social norms clarification and education for college students about safe driving behavior with a program called Drive Safe, Drive Smart. Drive Safe, Drive Smart educates about the dangers and impacts of impaired driving, the correct definition of a designated

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driver as someone who has consumed no alcohol, and alternatives to impaired driving such as using the CHEERS program or safe ride services. The program works to educate students through social media, outreach at 23 Missouri Partners in Prevention campuses, and billboards across the state.

**Strategies for Promoting Transportation Alternatives:**

1. Encourage efforts to promote programs that allow drinkers 21 and older to reach their destinations without driving, especially in high risk communities during high risk times.
2. Explore ways to expand and increase awareness of existing transportation alternatives in the state.
3. Provide a link to cab/ride share information on saveMOlives website.
4. Educate bar owners and cab/ride share companies about existing transportation alternatives.
5. Expand partnerships with cab/ride share companies and taxi commissions to promote safe transportation alternatives.

➤ **Conduct Community Based Programs:**

Missouri seeks to prevent substance-impaired driving fatalities by educating its citizens about the dangers it presents and the costs it can impose on the community, innocent victims, and offenders. Community-based programs presented through a variety of settings help in this effort. The Missouri State Highway Patrol, MADD, SADD, ThinkFirst Missouri, ACT Missouri, local law enforcement agencies, Safety Councils, and many others provide educational programs and literature regarding the impact of substance-impaired driving to schools, employers and community groups. In addition, the seven regional coalitions under the MCRS offer programs and materials to local community groups.

Below are a few examples of programs offered in Missouri:

- ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. This chapter serves as an affiliate chapter of the ThinkFirst National Injury Prevention Foundation and offers the following traffic safety programs in Missouri: ThinkFirst for Teens, the Traffic Offenders Program, the Community/Corporate Traffic Safety Program, and First Impact (a GDL education program for parents of new drivers).
- MADD Power of Parents and Power of Youth programs are part of a community mobilization to educate entire communities about the dangers and impact of underage alcohol use, and has newly implemented talking points to address marijuana use. Power of Parents seeks to equip parents to have intentional, ongoing and potentially lifesaving conversations about alcohol and drugs with their kids. Power of Youth empowers teens to resist peer pressure to make smart, healthy decisions about not drinking alcohol before they turn 21 and to never get in a car with someone who has been drinking or is under the influence of other drugs. Missouri's hopes for a safer future are riding on tomorrow's drivers and we want to get our youth off to a safe, healthy

start. MADD is focused on tackling underage drinking, a problem that threatens the safety of our kids and endangers entire communities, now and down the road.

- Missouri Partners in Prevention (PIP) is a statewide coalition of institutions of higher education in Missouri and relevant state agencies (Division of Behavioral Health, Division of Highway Safety and Traffic) that collaboratively develop strategies for reducing and preventing high-risk behaviors among Missouri college students. PIP's primary goals include enhancing the communication network among campus administrators, law enforcement and policy professionals, communicating with college students and their parents about underage alcohol use and high-risk drinking, and improving universities' effectiveness at decreasing the abuse of alcohol and other drugs among Missouri college students. The heart of PIP's coalition is the collaboration that exists between prevention professionals in state agencies and on college and university campuses. At monthly meetings, PIP representatives discuss current prevention issues and trends and receive advice and suggestions from each other and from their colleagues in state agencies. During these monthly meetings, the representatives are trained on relevant prevention issues, including strategies related to preventing underage alcohol use and high-risk drinking behaviors such as impaired driving.
- Missouri Safe and Sober Program is a free and effective program that educates students on the dangers of drugs and alcohol while reinforcing positive decision making and responsibility. The program is designed to give high school and middle school students along with their parents and teachers the information they need to prevent underage drinking. By properly educating students and their parents on the criminal, civil, personal and emotional consequences of underage drinking, the hope is to encourage safe choices both now and as the students transition toward adulthood.
- AlcoholEdu is proven to reduce negative consequences associated with underage drinking. This program began at the college level to reduce underage drinking in college communities. However, colleges and universities indicated the need at the high school level. Therefore, it is now being provided by local coalitions and school districts at the high school level. Through this scalable online program, high schools and colleges can reach all students with a consistent message and empower them to make safer and healthier decisions about alcohol. The program provides real-time aggregate data to the school and the community. Multiple colleges and universities in the state also use AlcoholEdu for students.

Strategies for the Area of Conducting Community-Based Programs:

1. Expand screening and brief intervention programs in schools.
2. Incorporate coalition/team training strategies using the structure of the community coalitions already in place.
3. Continue to educate youth, parents and the community about substance use issues.
4. Promote model policies for schools to address underage impairment issues.
5. Expand Drug Impairment Training for Educational Professionals.
6. Expand the Safe and Sober program in schools.
7. Work with employers to review their safety policies as they relate to the issue of substance-impaired driving.
8. Educate employers about the ignition interlock laws and requirements in the state.
9. Increase communication between the Substance-Impaired Driving Subcommittee and the regional coalitions and other organizations (e.g., school resource officers, Juvenile Justice, children's division).
10. Increase support of substance-impaired driving mobilizations.
11. Expand MADD's Power of Parents and Power of Youth Programs in Missouri.
12. Expand AlcoholEdu programs in Missouri.

### III. Criminal Justice System

All of the components of the criminal justice system in Missouri—law enforcement, prosecutors, courts, probation and parole, and our driver licensing authority—work together to achieve specific and general deterrence of substance-impaired driving. Specific deterrence focuses on holding accountable those individuals who drive under the influence of alcohol and other drugs by imposing appropriate sanctions upon arrest which can include criminal penalties, driver license sanctions and assessment and treatment for substance use issues. General deterrence focuses on creating a perception that substance-impaired drivers will be apprehended and prosecuted thereby discouraging people from driving under the influence. Efforts in each component of the criminal justice system are described in detail below.

➤ **Laws: (Please note that the information below reflects the criminal code revision effective January 1, 2017)**

Missouri currently has two separate criminal offenses that address substance-impaired driving. The general DWI statute (section 577.010, RSMo) makes it an offense to drive in an intoxicated or drugged condition. This includes being under the influence of alcohol, a controlled substance, a drug or a combination of any of these. There is a separate criminal offense for driving with excessive BAC (section 577.012, RSMo), which is defined as having a BAC of .08 or above. Although Missouri does not have a statute that specifically imposes additional license sanctions for driving with a high BAC, additional criminal penalties are available for offenders who operate a motor vehicle with a BAC of .15 or above and for offenders who operate a motor vehicle with a BAC of .20 or above. Missouri does have laws regarding repeat offenders and imposing harsher criminal sanctions for each subsequent offense, laws making it a crime to drive with a revoked or suspended license, laws making it a crime to drive

impaired by alcohol and/or other drugs with a minor in the vehicle, and laws making it a crime to kill or injure another person while driving under the influence of alcohol or other drugs.

Under the provisions of sections 577.010 and 577.012, RSMo, an offender who is found guilty of driving while intoxicated or driving with excessive blood alcohol content as a first offense shall not be granted a suspended imposition of sentence (SIS) unless: 1) he or she is placed on a term of probation for a minimum of two years, or 2) in a county where a DWI court, docket, or other court-ordered treatment program is available, and where the person's BAC was .15 or higher, the person successfully completes such DWI court, docket, or other treatment program. If a suspended imposition of sentence is not imposed under these provisions, a person must serve not less than 48 hours of imprisonment if he or she operated the vehicle with a BAC of .15 to .20. An offender must serve not less than five days if he or she operated the vehicle with a BAC over .20. In addition, under several provisions of Missouri law, impaired driving offenders must complete an approved SATOP for license reinstatement. A court-ordered waiver of the SATOP requirement is not permitted for offenders who have more than one alcohol offense or who test a .15 percent or above BAC.

Missouri law enhances the criminal penalties for repeat substance-impaired driving offenders. In addition to the penalties outlined below, a court may also require, as part of probation and parole, a period of continuous alcohol monitoring or verifiable breath alcohol testing performed at a minimum of four times per day. Prior offenders are not eligible for a suspended imposition of sentence OR a fine in lieu of imprisonment.

**Prior Offender** - a person who has been found guilty of one intoxication-related traffic offense, where such prior offense occurred within five years of the occurrence of the intoxication-related traffic offense for which the person is charged.

- Class A Misdemeanor – Up to one year in jail and a fine not to exceed two thousand dollars.
  - Subject to a term of imprisonment of not less than ten days:
    - Unless as a condition of such parole or probation such person performs at least thirty days of community service under the supervision of the court in those jurisdictions which have a recognized program for community service; or
    - The offender participates in and successfully completes a program established under section 478.007 or other court-ordered treatment program, if available, and as part of either program, the offender performs at least thirty days of community service under the supervision of the court.

**Persistent Offender** – a person who has been found guilty of two or more intoxication-related traffic offenses committed on separate occasions.

- Class E Felony – up to four years in prison and a fine not to exceed ten thousand dollars.
  - Subject to a term of imprisonment of not less than thirty days:
    - Unless as a condition of such parole or probation such person performs at least sixty days of community service under the supervision of the court in those jurisdictions which have a recognized program for community service; or

- The offender participates in and successfully completes a program established under section 478.007 or other court-ordered treatment program, if available, and as part of either program, the offender performs at least sixty days of community service under the supervision of the court.

**Aggravated Offender** - a person who has been found guilty of: (a) Three or more intoxication-related traffic offenses committed on separate occasions; or (b) Two or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class D Felony – up to seven years in prison and a fine not to exceed ten thousand dollars.
  - Shall not be eligible for parole or probation until he or she has served a minimum of sixty days imprisonment.

**Chronic Offender** - a person who has been found guilty of: (a) Four or more intoxication-related traffic offenses committed on separate occasions; or (b) Three or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (c) Two or more intoxication-related traffic offenses committed on separate occasions where both intoxication-related traffic offenses were offenses committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed.

- Class C Felony – three to ten years in prison and a fine not to exceed ten thousand dollars.
  - Shall not be eligible for parole or probation until he or she has served a minimum of two years imprisonment.

**Habitual Offender** - a person who has been found guilty of: (a) Five or more intoxication-related traffic offenses committed on separate occasions; or (b) Four or more intoxication-related traffic offenses committed on separate occasions where at least one of the intoxication-related traffic offenses is an offense committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (c) Three or more intoxication-related traffic offenses committed on separate occasions where at least two of the intoxication-related traffic offenses were offenses committed in violation of any state law, county or municipal ordinance, any federal offense, or any military offense in which the defendant was operating a vehicle while intoxicated and another person was injured or killed; or (d) While driving while intoxicated, the defendant acted with criminal negligence to cause the death of any person not a passenger in the vehicle, cause the death of two or more persons, or cause the death of any person while he or she has a BAC of .18 or above.

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- Class B Felony – a term of years not less than five years and not to exceed fifteen years of imprisonment.
  - Must serve 85% of sentence
- Class A Felony, if the defendant is a habitual offender as a result of being found guilty of driving while intoxicated and acting with criminal negligence to cause the death of any person not a passenger in the vehicle, cause the death of two or more persons, or cause the death of any person while he or she has a BAC of .18 or above and is found guilty of a subsequent violation. A term of years not less than ten years and not to exceed thirty years, or life imprisonment.

# DWI/BAC Enhancements

B misdemeanor	A misdemeanor	E Felony	D Felony	C Felony	B Felony
<ul style="list-style-type: none"> <li>•First offense <sup>1</sup></li> <li>•1 prior that did NOT occur w/in 5 years</li> </ul>	<ul style="list-style-type: none"> <li>•1 prior w/in 5 years<sup>2</sup></li> <li>•A person less than 17 years old is in the vehicle<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>•2 prior offenses<sup>4</sup></li> </ul>	<ul style="list-style-type: none"> <li>•3 prior offenses<sup>5</sup></li> <li>•2 prior offenses; one of which another person was injured or killed<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>•4 prior offenses<sup>7</sup></li> <li>•3 prior offenses; one of which another person was injured or killed<sup>8</sup></li> <li>•2 prior offenses; both of which another person was injured or killed<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>•5 prior offenses<sup>10</sup></li> <li>•4 prior offenses; one of which another person was injured or killed<sup>11</sup></li> <li>•3 prior offenses; 2 of which another person was injured or killed<sup>12</sup></li> <li>•1 prior offense where any person not in vehicle was killed; or 2 people were killed; or 1 person was killed and BAC .18 or higher<sup>13</sup></li> </ul>

\*The following citations are for DWIs. The corresponding excessive BAC statute can be found in Section 577.012.3

1. 577.010.2(1)
2. 577.010.2(2)(a) and 577.001(20)
3. 577.010.2(2)(b)
4. 577.010.2(3)(a) and 577.001(18)
5. 577.010.2(4)(a) and 577.001(1)(a)
6. 577.010.2(4)(a) and 577.001(1)(b)
7. 577.010.2(5)(a) and 577.001(5)(a)
8. 577.010.2(5)(a) and 577.001(5)(b)
9. 577.010.2(5)(a) and 577.001(5)(c)
10. 577.010.2(6)(a) and 577.001(11)(a)
11. 577.010.2(6)(a) and 577.001(11)(b)
12. 577.010.2(6)(a) and 577.001(11)(c)
13. 577.010.2(6)(a) and 577.001(11)(d)

# DWI Injury or Fatality Cases

E Felony	D Felony	C Felony	B Felony	A Felony
<ul style="list-style-type: none"><li>• Cause physical injury to another person<sup>1</sup></li></ul>	<ul style="list-style-type: none"><li>•Cause physical injury to a law enforcement officer or emergency personnel<sup>2</sup></li><li>•Cause serious physical injury to another person<sup>3</sup></li></ul>	<ul style="list-style-type: none"><li>•Cause serious physical injury to a law enforcement officer or emergency personnel<sup>4</sup></li><li>•Cause the death of another person<sup>5</sup></li></ul>	<ul style="list-style-type: none"><li>•Cause the death of a law enforcement officer or emergency personnel<sup>6</sup></li></ul>	<ul style="list-style-type: none"><li>•Cause the death of another person in violation of 577.001(d)(11) and has previously been convicted of causing the death of another person in violation of 577.001(d)(11)<sup>7</sup></li><li>•2nd degree murder<sup>8</sup></li></ul>

1. 577.010.2(3)(b)
2. 577.010.2(4)(b)
3. 577.010.2(4)(c)
4. 577.010.2(5)(b)
5. 577.010.2(5)(c)
6. 577.010.2(6)(b)
7. 577.010.2(7)
8. 565.021.1(2)

# Sentencing

B Misdemeanor	A Misdemeanor	E Felony	D Felony	C Felony	B Felony
<ul style="list-style-type: none"> <li>Up to 6 months in jail<sup>1</sup> and/or \$1,000 fine<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Up to 1 year in jail<sup>3</sup> and \$2,000 fine<sup>4</sup></li> <li>Minimum 10 days in jail<sup>5</sup> <ul style="list-style-type: none"> <li>Or 30 days of community service<sup>6</sup> OR DWI Court<sup>7</sup></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Up to 4 years in prison<sup>8</sup> and \$10,000 fine<sup>9</sup></li> <li>Minimum 30 days in jail<sup>10</sup> <ul style="list-style-type: none"> <li>Or 60 days of community service<sup>11</sup> OR DWI Court<sup>12</sup></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Up to 7 years in prison<sup>13</sup> and \$10,000 fine<sup>14</sup></li> <li>Minimum 60 days in jail<sup>15</sup></li> </ul>	<ul style="list-style-type: none"> <li>3-10 years in prison<sup>16</sup> and \$10,000 fine<sup>17</sup></li> <li>Minimum 2 years in prison<sup>18</sup></li> </ul>	<ul style="list-style-type: none"> <li>5-15 years<sup>19</sup></li> <li>Must serve 85% of sentence<sup>20</sup></li> </ul>

\*Prior offenders are not eligible for a Suspended Imposition of Sentence OR a fine in lieu of imprisonment 577.010.6(1)

\*Prior offenders are not eligible for jury sentencing 577.023.7

1. 558.011.1(7)	8. 558.011.1(5)	15. 577.010.6(4)
2. 558.002.1(3)	9. 558.002.1(1)	16. 558.011.1(3)
3. 558.011.1(6)	10. 577.010.6(3)	17. 558.002.1(1)
4. 558.002.1(2)	11. 577.010.6(3)(a)	18. 577.010.6(5)
5. 577.010.6(2)	12. 577.010.6(3)(b)	19. 558.011.1(2)
6. 577.010.6(2)(a)	13. 558.011.1(4)	20. 558.019.3
7. 577.010.6(2)(b)	14. 558.002.1(1)	

In 2017, the Missouri legislature drafted and approved a bill which only allows the HSO to fund one dollar toward sobriety checkpoints. It was the hope of the HSO that this legislation would be reversed in the 2018 legislative session; however, it was upheld, so law enforcement agencies are encouraged to continue conducting sobriety checkpoints with internal funding. Since the approved bill cutting sobriety checkpoints paid for by grant funding, the number of checkpoints dropped from 376 in 2016 to 134 in 2017. Therefore, no sobriety checkpoints have been funded since 2017 with Highway Safety funding.

Missouri law currently allows for law enforcement agencies to conduct sobriety checkpoints, utilize passive alcohol sensors, and obtain more than one evidential chemical test. Missouri law also provides that officers may administer a pre-arrest chemical test to any driver suspected of driving while intoxicated or with excessive blood alcohol content. Missouri law instructs law enforcement officers to make all reasonable efforts to administer a chemical test to any person suspected of driving a motor vehicle that is involved in a collision resulting in death or serious physical injury.

Missouri is currently seeking funding to research the feasibility of establishing a Law Enforcement Phlebotomy Program (LEPP) in the state. Through collaboration with local and state agencies this research project will seek to identify challenges to blood draws and develop a project plan for an LEPP. The outcome of this research project will help the state identify the best movement forward for an LEPP in Missouri.

Additionally, Missouri is currently seeking to obtain funding through grant opportunities to provide training, education, and technical assistance to the Missouri Department of Corrections – Division of Probation & Parole, the Office of State Courts Administrator, and the judiciary on issues related to Ignition Interlock Devices (IID). These trainings would take place throughout the regions within the state and currently has the full support of the Division of Probation & Parole for their staff members. These training activities will also support the SJOL program's work to increase resources and information.

With regard to penalties, Missouri imposes license sanctions for refusing to submit to a chemical test and for testing .08 or above for adult drivers, and .02 or above for minors. This sanction is a 90-day license suspension for testing over the statutory threshold for a first offense, and a one-year revocation for an offender with a prior alcohol offense within a five-year period. A one-year license revocation is imposed for those drivers refusing to submit to a chemical test. Missouri has a Minor in Possession and an Abuse and Lose law, which makes it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above) or controlled substance. In addition, Missouri's Abuse and Lose Law makes it illegal for any person over the age of 21 years of age to possess or use a controlled substance while operating a motor vehicle. Under both laws their driver license will be suspended or revoked.

Missouri statute requires certain offenders to install an ignition interlock on vehicles they operate in order to get their driver license reinstated. In addition, Missouri's law requires impaired driving offenders to be assessed for substance use disorder and to receive treatment, where

appropriate. More information on assessment and treatment requirements can be found in that section of this plan.

Where a driver is operating a motor vehicle, and either tests over the statutory limit for alcohol concentration (adult or minor) or refuses to submit to a chemical test, the arresting officer is to forward a standard Alcohol Influence Report form to the Department of Revenue. The report is used to determine whether a license suspension or revocation will be imposed. Department staff recently compiled statistics from these reports for a five-year period from 2015 through 2019. The statistics reveal that over this five-year period the number of reports filed with the Department by law enforcement officials statewide have decreased by 10 percent. Not only has the total number of offenders reported to the Department declined, the percentage of drivers who refuse to submit to chemical testing has declined as well, decreasing by 14 percent from 2015 to 2019. Significantly, during this same period, the average blood alcohol concentration for drivers who tested increased from a .157 percent average in 2015 to .162 percent in 2019. This evidences a very clear trend in the state of Missouri where although far fewer drivers are arrested for driving while intoxicated, the average blood alcohol concentration for those arrested has increased substantially. Over a ten-year period, the average blood alcohol concentration has increased from 0.151 percent to 0.162 percent.

Substance-impaired drivers typically make more than one bad decision. Often times they also choose not to wear their safety belts. Substance-impaired drivers of vehicles equipped with safety belts made up 52% of those killed and seriously injured in 2018 substance-impaired driving crashes. Of those drivers killed, 88.1 percent were unbelted while 67.5 percent of those seriously injured were unbelted. Missouri does not currently have laws criminalizing the refusal of a chemical test or the possession of an open container in the passenger compartment of a vehicle. This type of legislation has been filed in the past but has not passed through the legislature. Despite this fact, other laws could be adopted to improve the enforcement and prosecution of substance-impaired drivers.

Strategies in the Area of Legislation:

1. Seek primary enforcement of Missouri's seat belt law.
2. Expand local primary seat belt ordinances.
3. Criminalize refusal to submit to a breath test upon arrest for a substance-impaired driving offense.
4. Seek legislation to amend the appeal process for chemical refusal license appeals removing them from the Circuit Court and placing them in the Department of Revenue administrative process.
5. Seek legislation that would subject individuals who drive under the influence of a drug other than alcohol to civil licensing sanctions where there is a toxicology report that is positive for illicit drug use or prescription drug misuse.
6. Seek legislation requiring mandatory input of all arrest and prosecution information on intoxication-related traffic offenses into the DWI Tracking System.
7. Improve/enhance civil liability of dram shop law.
8. Enact legislation that provides resources dedicated to substance-impaired driving in the state.
9. Modify current statutes to clarify that a penalty may be imposed on hospital staff that refuse a law enforcement officer's request or court order to draw blood from a substance-impaired driving suspect.

➤ **Enforcement:**

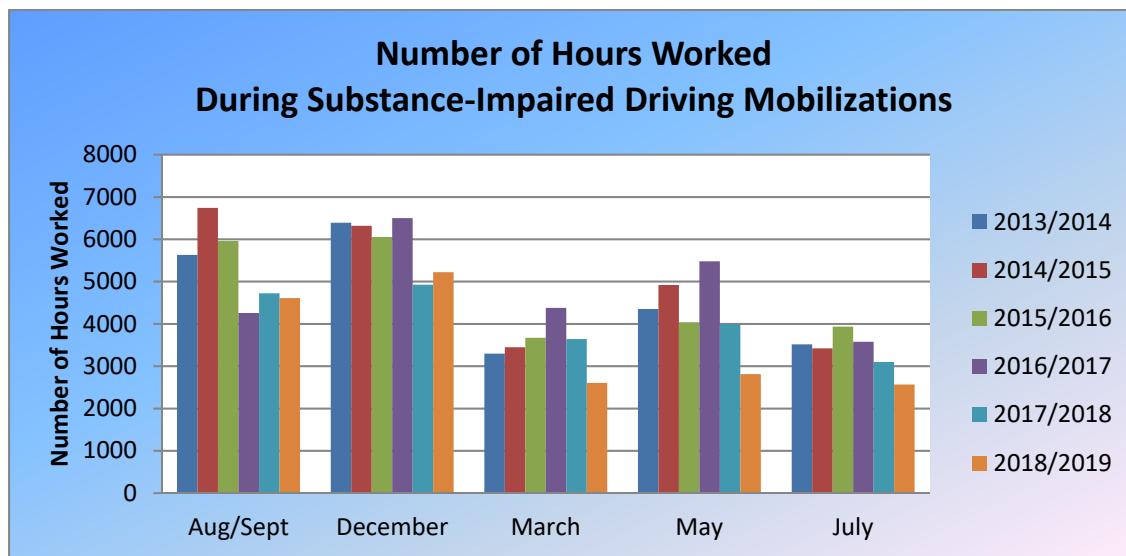
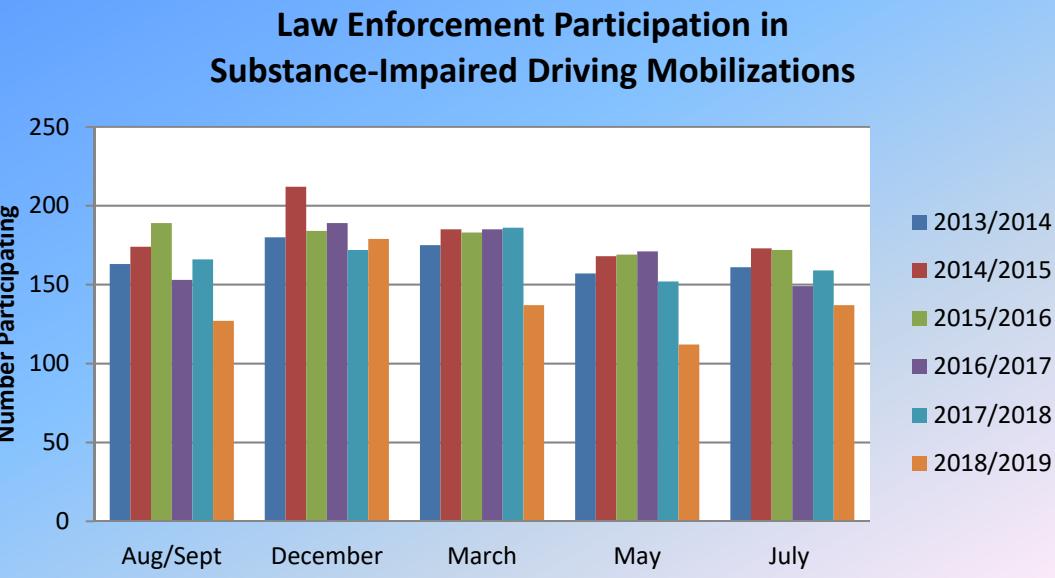
Missouri conducts frequent, highly visible, well publicized and fully coordinated substance-impaired driving enforcement efforts throughout the state. These efforts are focused on those areas identified as having high incidences of alcohol or drug related crashes. These efforts include saturation patrols and non-Highway Safety funded sobriety checkpoints, often conducted on a multi-jurisdictional basis. While sobriety checkpoints are constitutional and legal in Missouri, the Missouri Legislature currently restricts Highway Safety funding for sobriety checkpoint training or conducting sobriety checkpoints to \$1. However, in the event this appropriation restriction is removed, Missouri has a Sobriety Checkpoint Manual available to law enforcement agencies which includes information on the legal aspects and guidelines for utilizing sobriety checkpoints. In addition, Sobriety Checkpoint Supervisor Training is required to receive highway safety grant funding for sobriety checkpoint operations and is offered free of charge to law enforcement agencies in the state. Members of the DRE/SFST Technical Panel work to keep the training and manual up-to-date revising as needed.

The Highway Safety and Traffic Division works with the Law Enforcement Traffic Safety Advisory Council (LETSAC) to establish quarterly enforcement periods and the annual Labor Day Crackdown. The enforcement efforts have been and continue to be coordinated through a grant with the Missouri Safety Center to cover overtime enforcement during the following timeframes:

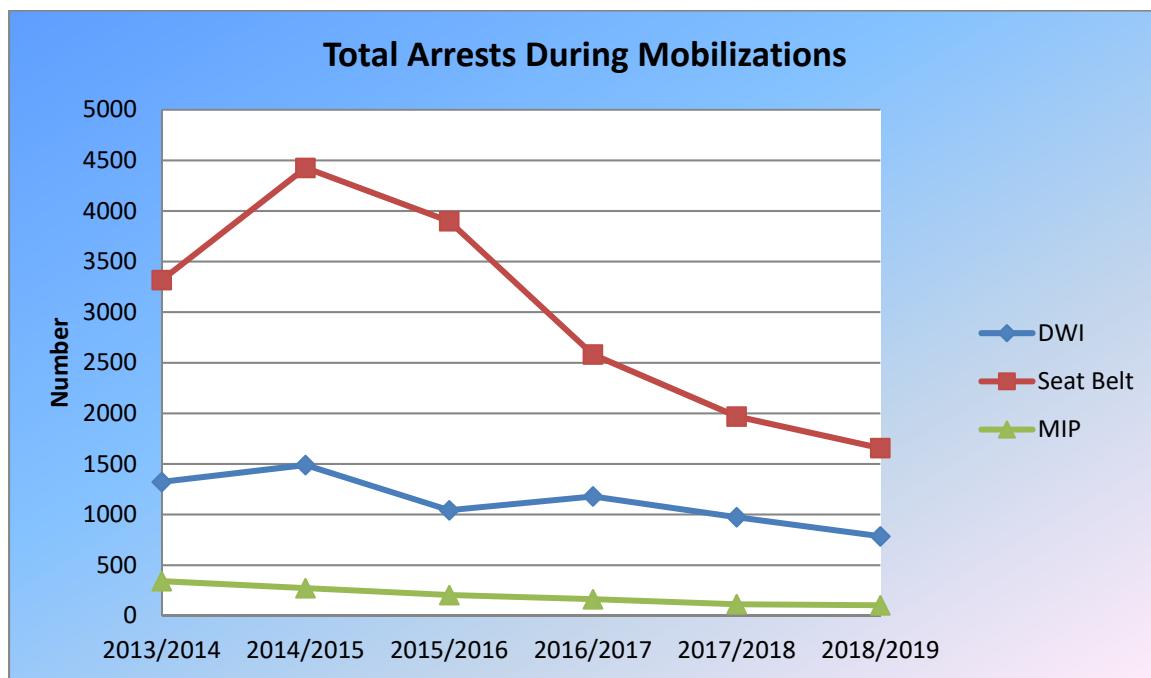
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- Labor Day Crackdown in August/September
- Holiday Campaign in December
- St. Patrick's Day in March
- Graduation Season in May
- Independence Holiday in July

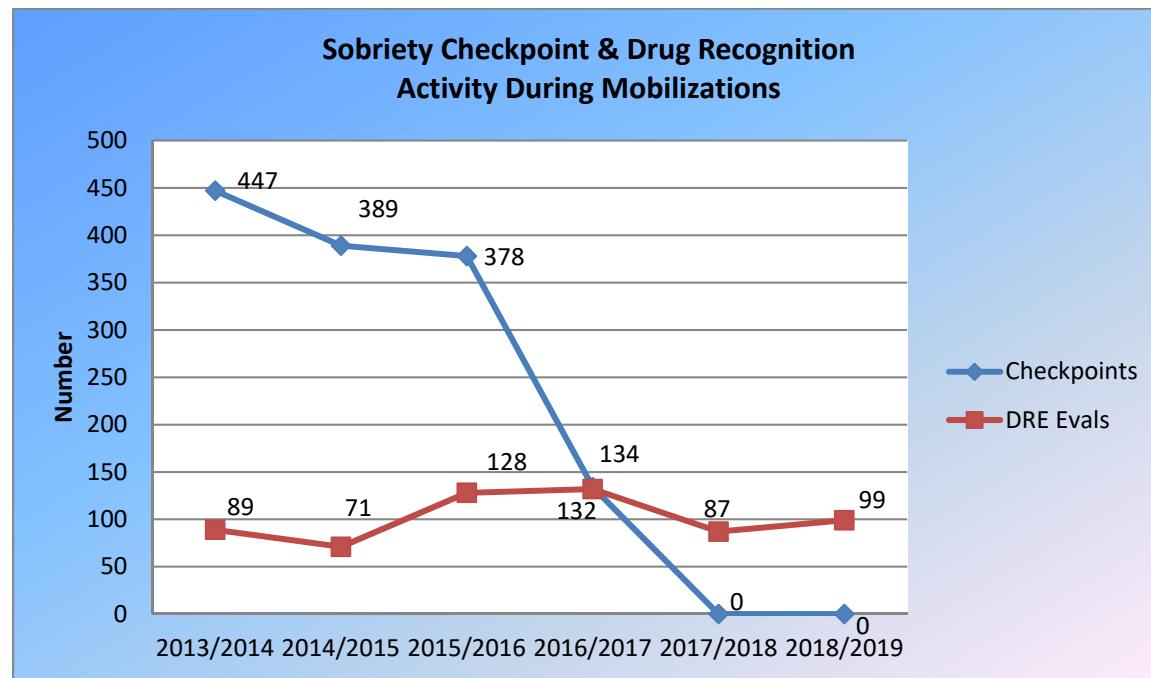
The charts following represent data compiled from the law enforcement reports submitted to MoDOT's Highway Safety and Traffic Division after each of the quarterly and annual mobilizations mentioned above. This activity only represents the activity during those mobilizations and does not include other enforcement efforts such as those conducted through yearlong grants and/or normal enforcement activities conducted by law enforcement agencies.



*Law enforcement participation continues to decline since the unrest in Ferguson in 2014.*



Law enforcement participation continues to decline since the unrest in Ferguson in 2014.



Law enforcement participation continues to decline since the unrest in Ferguson in 2014. DRE Evaluation numbers, compared to the prior plan, have been rerun and are more accurate now. This difference is due to accounting for staff turnover, database enhancements, and late data entry into the system.

The Highway Safety and Traffic Division currently contracts with city, county and state law enforcement agencies that provide year round DWI enforcement activities in the major metropolitan areas of the state that include Jackson, St. Louis, St. Charles, Franklin, Jasper, Jefferson, Greene, Boone Counties and the Cities of Columbia, Joplin, Kansas City, Independence, Springfield, Jefferson City and St. Louis. In addition, the division funds ten DWI units in counties of Greene, Boone, Jackson, Franklin, Platte, St. Louis and Jefferson and the cities of Joplin, Kansas City and Columbia. The division also funds a traffic unit in St. Louis County and a traffic officer in Platte County, Boone County and Greene County.

Manpower is always a challenge in focusing law enforcement efforts to a specific area such as DWI enforcement. Some jurisdictions are working together to combat the issue of manpower. There are a number of DWI task forces in the state that work together conducting sobriety checkpoints and/or DWI saturation patrols. Those include but are not limited to: Southwest Missouri (Jasper and Lawrence counties and the cities of Lamar, Webb City and Oronogo); Jackson County; Northland Task Force which includes Clay and Platte Counties; Northwest Missouri (Buchanan, Andrew, Holt, Atchison, Nodaway, Worth, Gentry, DeKalb and Clinton counties); Boone County; Howell County; Ozark Region (Greene, Christian, Taney, Stone, Webster and Polk counties); West Central Missouri (Pettis, Benton, Saline and Henry Counties); St. Charles County; and St. Louis County.

Missouri has established a Standardized Field Sobriety Testing/Drug Recognition Expert Technical Panel that is chaired by a member of the Missouri State Highway Patrol. The function of the Technical Panel is to provide guidance and recommendations to the State's SFST/DRE coordinator. In addition, members of the panel provide regional coordination of the SFST and DRE programs. The Technical Panel has established state guidelines for the SFST program and oversees the DRE program guidelines set forth by NHTSA and the International Association of Chiefs of Police. The Missouri Drug Evaluation and Classification Program currently has 158 DREs and 36 DRE Instructors. Eleven of the DRE Instructors serve on the SFST/DRE Technical Panel. Each year the program sponsors DRE certification and recertification courses at the Missouri State Highway Patrol Training Academy located in Central Missouri.

Strategies to Enhance High Visibility Enforcement Efforts:

1. Increase the number of law enforcement agencies participating in national and state high visibility enforcement efforts.
2. Increase participation of officers certified as drug recognition experts in overtime enforcement efforts.
3. Continue utilization of specialized DWI units.
4. Increase the number of officers who are trained on the detection of drivers impaired by drugs other than alcohol through Advanced Roadside Impaired Driving Education and Drug Evaluation and Classification Program training.
5. Continue to offer training to officers in the proper administration of Standardized Field Sobriety Tests.
6. Increase the number of multi-jurisdictional task forces or working groups that coordinate efforts among state, county and municipal agencies.
7. Continue to investigate the utilization of the law enforcement phlebotomy program or contract with other entities to draw blood.
8. Increase the number of law enforcement jurisdictions participating in no refusal and/or electronic blood draw search warrant programs.
9. Expand substance-impaired driving training to support law enforcement efforts and continuing education.
10. Provide necessary equipment to support substance-impaired driving detection and enforcement efforts.

➤ **Publicizing High Visibility Enforcement:**

Missouri publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns. Missouri participates in each of the national crackdowns on substance-impaired driving and encourages all law enforcement agencies to increase their substance-impaired driving efforts during these times. Missouri will continue these efforts and incorporate high visibility enforcement into its comprehensive communication plan as described above in the Program Management and Strategic Planning Section.

Paid media will continue to be the key component in reaching our target audience and creating the perception that enforcement is at an all-time high level. Press releases, radio interviews, press conferences and media interviews notifying the public of the “**Drive Sober or Get Pulled Over**” effort will continue to be paramount in pushing the message to motorists who may be contemplating driving under the influence of alcohol or drugs. With continued message saturation coupled with high-visibility enforcement, the motoring public will be bombarded with the message that driving impaired by alcohol and/or other drugs is a lethal combination.

When enforcement activities are being conducted, the Highway Safety and Traffic grant funded agencies are strongly encouraged to provide press releases to their local media indicating the upcoming

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events with the tag line of **“Drive Sober or Get Pulled Over.”** They also send a news release after the activity to release results. Local law enforcement agencies are also utilizing social media to increase awareness of enforcement activities and encourage safe driving habits.

MoDOT’s Communications Division will continue to document all radio and television interviews, log the number of press conferences and maintain files of articles printed in newspapers. Newspaper articles will be tracked through a clipping service.

Missouri currently has budgeted \$1,500,000 for statewide paid media coverage in the substance-impaired driving program area. These funds will be used to support substance-impaired driving enforcement efforts during the August 2020 crackdown and to sustain media efforts for four quarterly substance-impaired driving efforts from December 2020 through July 2021. In addition, the MCRS PI&E Subcommittee contributes \$100,000 to the youth impairment campaign held in May of each year.

MoDOT’s Division of Highway Safety and Traffic currently has a contract with a media-purchasing firm that will purchase advertising utilizing current industry ratings to select the appropriate media outlets to reach the demographic and achieve a high level of gross rating points.

In order to continue to raise awareness and change driving attitudes and behaviors, the safe driving messages need to be perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and on line) as well as through social media throughout the year. Social media has become a key component of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, Snapchat and Instagram.

Through specific advertising the targeted audience is reached in various ways.

- Targeted geography through a high fatality/population county map allows more ad placements where the crashes are happening most frequently.
- “Indoor Domination” places ads in bars and restaurants across Missouri. This reaches people when they’re out and encourages them to find a safe ride home.
- Convenience store advertising allows for better summer advertising for those seeking a quick stop for alcohol (advertisements as window clings on beer coolers and outdoor advertisements as wraps on ice chests), as well as pump topper ads and pump videos where available.
- Targeted on-line advertisements maximizing awareness of substance-impaired driving enforcement efforts by selecting targeted media placements to reach potential substance-impaired drivers.
- Hashtag tracking allows for better reporting measures on target audience reached. Hashtags used include #ArriveAlive #saveMOLives #drivesoberMO.
- Continue to utilize Dynamic Message Signs
- New messages are being produced in Spanish and videos are captioned to better serve a diversified Missouri audience.

Paid and earned media will publicize law enforcement activities before, during and after they take place, both during the national campaign and on a sustained basis at sobriety checkpoints and other high-risk times throughout the year. Paid and earned media efforts for the current fiscal year will be continued and include:

- Press releases and events on the dangers of substance-impaired driving
- Releases on enforcement activity
- Department-generated releases on checkpoints and DWI saturation patrols
- Quarterly checkpoints and saturation patrols are planned, and at least one week of paid advertising will complement the effort
- Releases on results of checkpoints and DWI saturation patrols
- Halloween press release on the dangers of substance-impaired driving
- Special Thanksgiving press release warning public of holiday crash potential
- Special Christmas press release warning public of holiday crash potential
- Special New Year's Eve press release warning public of holiday crash potential
- Super Bowl party press releases notifying the public of DWI patrols around Super Bowl weekend
- St. Patrick's Day DWI enforcement press release
- 420 enforcement press release
- Prom/Graduation season DWI enforcement press release
- Youth alcohol enforcement press release
- July 4<sup>th</sup> holiday DWI enforcement press release
- Posters distributed statewide warning against substance-impaired driving
- Internet banner ads, both purchased and as added value, on web sites that appeal to those most likely to drive impaired by alcohol and/or other drugs
- All creative material for the campaigns placed on [saveMOLives.com](http://saveMOLives.com) for partners to access

MoDOT's Communications division began tracking campaign costs and impressions since the second quarter of 2012. Specific campaign tracking indicates that the campaigns are performing very well in reaching our target audience. We will continue to track these numbers and make adjustments as necessary to maximize the advertising potential in reaching the target audience.

Strategies to Enhance Publicity of High Visibility Enforcement Efforts:

1. Continuing media support of quarterly and annual substance-impaired driving efforts.
2. Improving the timing of dynamic message signs for national and state mobilizations.
3. Work more closely with MCRS regional coalitions to promote high visibility efforts.
4. Continue to provide diversity messages such as Spanish speaking and video captioning.

➤ **Prosecution:**

Missouri has two Traffic Safety Resource Prosecutors (TSRP) who provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, the TSRPs serve as liaisons with relevant committees, task forces and victim advocacy groups.

One of the primary functions of the program has been to provide training on impaired driving topics, including standardized field sobriety testing, breath and blood testing, courtroom testimony and preparation, jury selection, the Drug Evaluation and Classification Program, drafting and securing search warrants, proving criminal negligence, crash reconstruction, effective handling of expert witnesses, toxicology, and caselaw and legislative updates. Since 2005, the TSRPs have trained over 10,600 prosecutors, law enforcement officers, and other traffic safety advocates around the state. The classes presented have included ARIDE, Cops in Court, DWI Bootcamp, Traffic Stops and Vehicle Searches, Drugged Driving 101, Marijuana Minutes, Am I Being Detained, The Law Enforcement Blood Draw, Criminal Crash Investigations, Protecting Lives & Saving Futures, the DWI/Traffic Safety and DRE Recertification Conference, MythBusting DWI, High in Plain Sight, Understanding the Highway High, Crash Reconstruction for Prosecutors, Lethal Weapon, Prosecuting the Drugged Driver, and Advanced Breath Testing and Toxicology for Prosecutors, as well as numerous webinars on a variety of topics.

One of the other major priorities of the TSRP program has been to assist prosecutors in trials of impaired driving related offenses. To date, trial assistance has been provided to Maries, Randolph, Mercer, Chariton, Saline, Macon, Ripley, Lawrence, Audrain, Cape Girardeau, Monroe, Cole, Bollinger, Ralls, Jefferson, Schuyler, Shelby, Cooper, Christian, Marion, Boone, Nodaway, Benton, Andrew, Camden, and Scott counties and the City of St. Louis. The cases have included charges of driving while intoxicated, assault in the second degree, careless and imprudent driving, leaving the scene of an accident, involuntary manslaughter, and murder in the second degree, among others. Numerous other counties have requested and received assistance in reviewing cases for appropriate charges, drafting motions or responses to defense motions, drafting jury instructions, and preparing for expert witnesses.

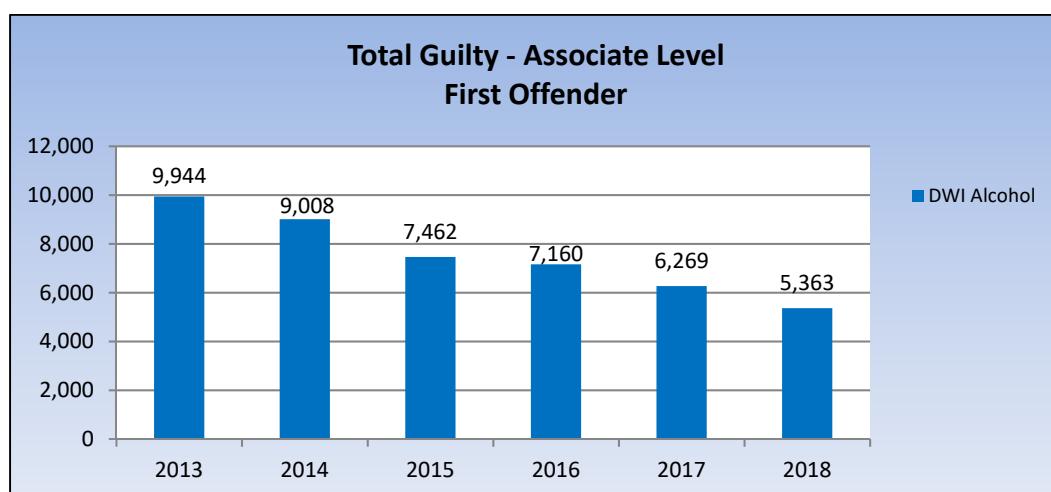
The TSRPs have also responded to approximately 2,500 technical assistance requests, published approximately 80 editions of Traffic Safety News, and served on numerous committees and panels.

## Strategies in the Area of Prosecution:

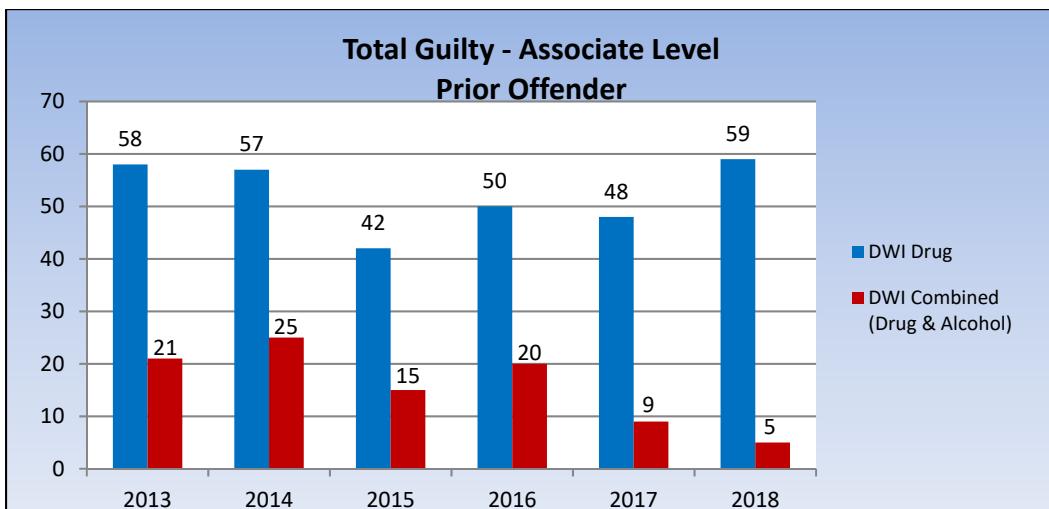
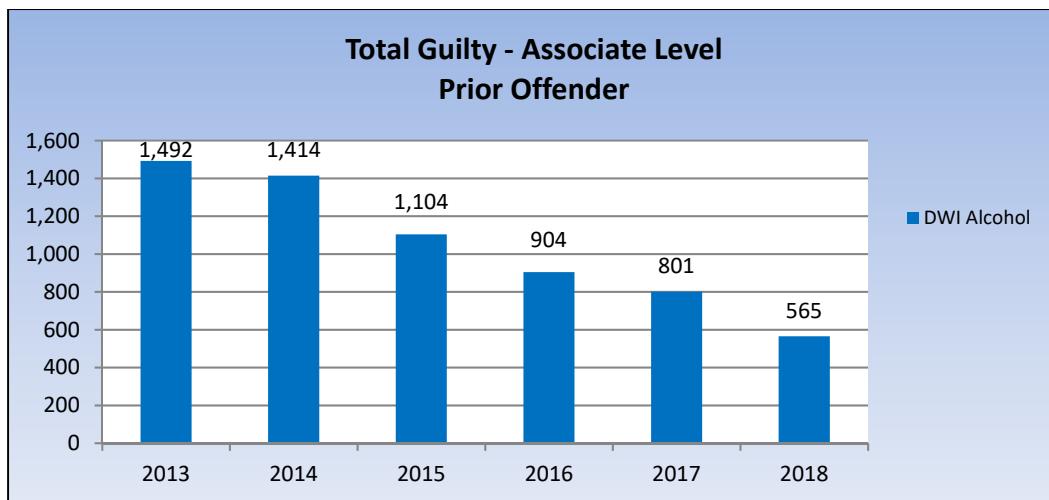
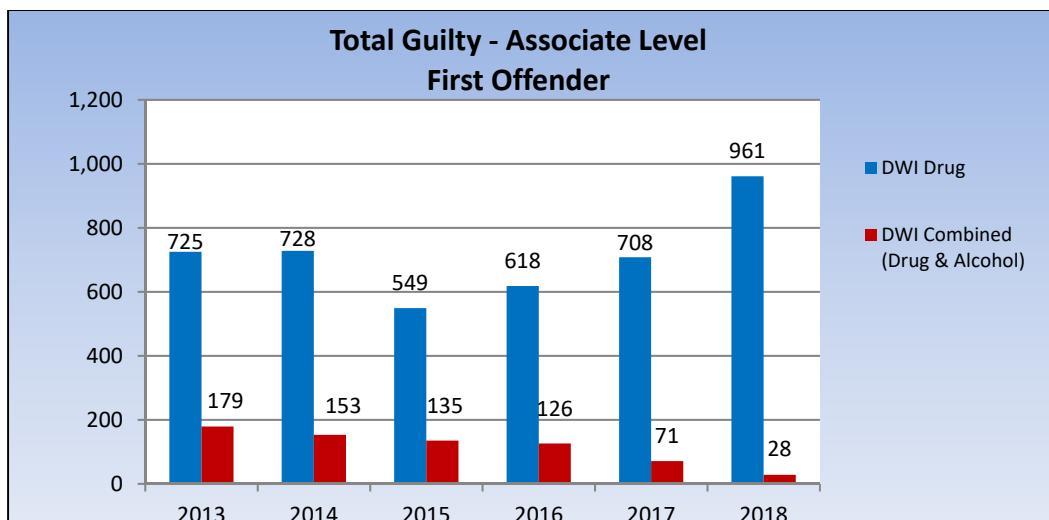
1. Develop and present substance-impaired driving curriculums for law enforcement, prosecutors and judges.
2. Provide on-line training opportunities on specific topics related to the investigation and prosecution of substance-impaired driving offenses that is accessible to law enforcement officers and prosecutors.
3. Continue to seek opportunities to give presentations at various conferences where prosecutors, judges and other court personnel are in attendance.
4. Expand training and the use of electronic search warrant processes.
5. Encourage prosecutors to timely enter dispositions involving substance-impaired driving offense charges in the statewide repository.
6. Provide technical assistance in the area of traffic safety by having a Traffic Safety Resource Prosecutor serve as a special prosecutor or assistant on complex cases.

➤ **Adjudication:**

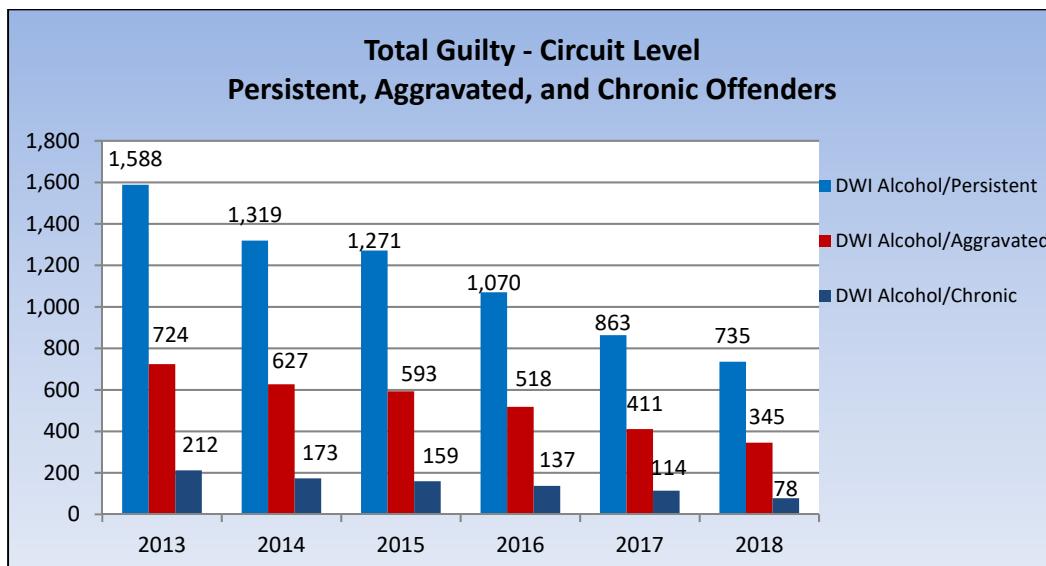
Missouri strives to impose effective, appropriate and research-based sanctions on substance-impaired driving offenders. Missouri has a system of graduated penalties and civil sanctions based on the number of prior offenses committed and blood alcohol concentration. For example, Missouri law imposes increasing criminal penalties for prior, persistent, aggravated, chronic and habitual substance-impaired driving offenders. Driving while intoxicated is a class B misdemeanor for a first offender and can become a class B felony for repeat offenders. Also, sections 577.010 and 577.012, RSMo, allow for enhanced penalties to be imposed for offenders with blood alcohol concentrations at or above .15 and .20. Court information was obtained from the Missouri Courts Judicial Information System (JIS) and Show Me Courts (SMC).



*New charge codes went into effect in 2017 and are more generic in relation to alcohol and drug, making it difficult to distinguish between them. As well as some courts still use old charge codes allowing for different classifications. A large number of charges cannot be classified into either alcohol, drug, or alcohol/drug combined, and were therefore not included in these statistics.*



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There are three areas of particular interest as they relate to adjudication in the state and they are court monitoring, municipal courts, and DWI courts.

**Court Monitoring:** The goal of the court-monitoring program is to track and monitor DWI offenses (misdemeanor and felony) in specific, targeted counties in Missouri. Through data collected, any trends and/or breakdowns that occur throughout the judicial proceedings will be identified, analyzed and offered solutions by coordinating with essential community entities. The MADD Missouri Court Monitoring project will focus on and monitor various counties throughout the state of Missouri. Top priority will be given to the counties that fall within the top 75 percent of the state's alcohol-impaired driving fatalities and population. In addition, counties with a conviction rate at or below 24 percent on Highway Patrol arrests. Court monitoring in the state is conducted by both paid and volunteer staff with MADD. Data on cases monitored by both staff and volunteers are entered into the MADD National Court Monitoring Database, which allows for in-depth reports to be created and shared with appropriate community partners.

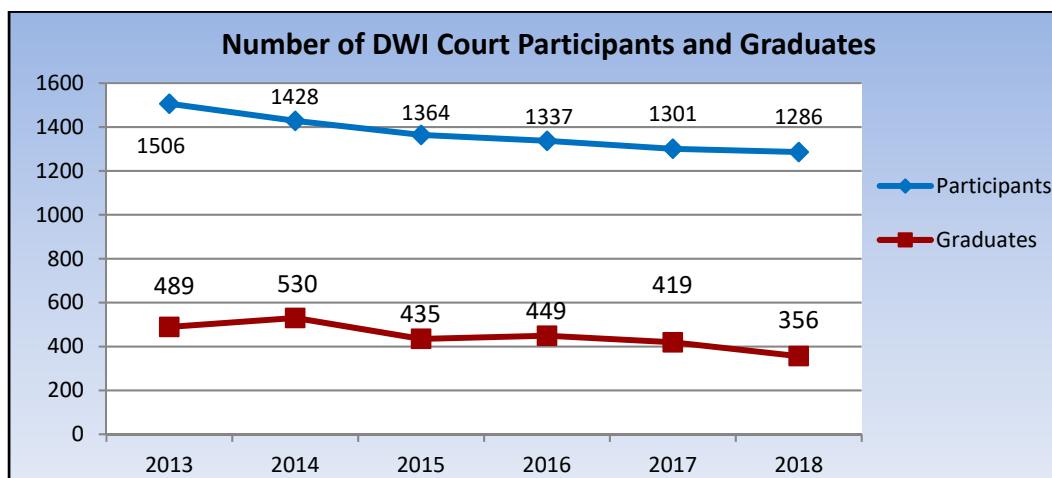
**Municipal Courts:** Municipal courts have historically been an area of concern in their handling of impaired driving offenses due to their failure to timely report on the dispositions of these cases to any central repository. In 2016, the Supreme Court of Missouri adopted a new subdivision 37.04 of Rule 37 which requires municipal divisions to operate in substantial compliance with minimum operating standards and to report compliance to the Presiding Judge by January 1 and July 1 of each year. Those standards include a written policy which ensures timely reporting of all required intoxication-related traffic offenses. That policy, Municipal Court Operating Rule #1, is filed with the Missouri State Highway Patrol and the Office of State Courts Administrator. Municipal courts are required by Court Operating

Rule #4 to report case information to the Office of State Courts Administrator monthly, and pursuant to Chapter 479.172 RSMo, intoxication-related traffic offense data is required to be submitted every six months to the circuit court en banc. The number of municipal courts using automated reporting systems continues to increase. In July of 2017, the Missouri Court Automation Committee established a policy regarding its plan to implement a statewide court automation system that will include ALL divisions of the Circuit Courts, including the municipal divisions. The project to implement all municipal divisions on the statewide case management system commenced February 2018 and is ongoing. It is expected the reporting of dispositions will improve as usage of the statewide case management system increases by municipal divisions.

DWI Courts: In 2010 the General Assembly passed legislation which reformed Missouri's DWI laws in an effort to reduce drunk driving and address the issue of violators continuing to drive while their licenses were suspended or revoked. This statute (478.007 RSMo) authorized circuit courts to establish DWI courts and 302.309 RSMo allowed DWI court judges to grant participants and graduates a limited driving privilege (LDP). Since 2010 there has been an overwhelming response to the legislation with an increase of more than 103 percent in the DWI court population. Like adult treatment courts, DWI courts effectively divert offenders from the state prison system and reduce recidivism among repeat and high-BAC offenders. This is accomplished by increased supervision with all criminal justice stakeholders along with mandated treatment to systematically instill long-term behavior change, reduce the incidence of DWIs and alcohol-related traffic fatalities.

#### DWI Court Statistics

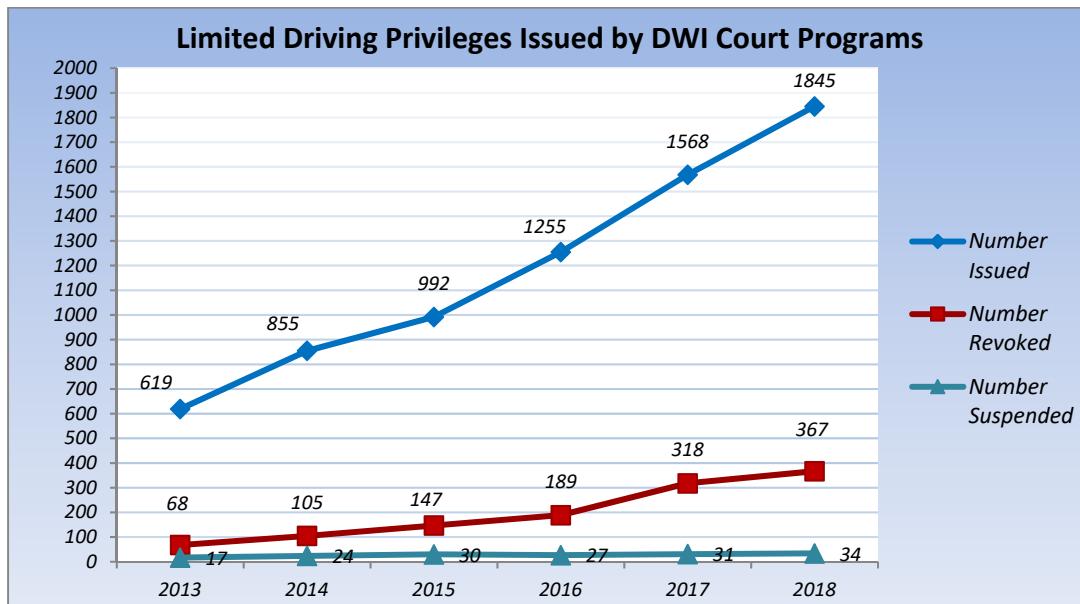
Year	Graduates	Terminations	Total	Graduation Rate
2013	489	64	553	88%
2014	530	66	596	89%
2015	435	65	500	87%
2016	449	48	497	90%
2017	419	66	485	86%
2018	356	80	436	82%



As a result of the legislative changes, the Supreme Court of Missouri adopted Court Operating Rule (COR) 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a plan of operation to the Treatment Courts Coordinating Commission (TCCC) for approval. In addition, the TCCC requested a set of DWI court program guidelines be developed for incorporation in individual plans of operation. The Missouri DWI Court Guidelines were subsequently created by a DWI Court Workgroup. Members of the workgroup are represented by: MoDOT's Highway Safety and Traffic Division, Missouri Division of Probation and Parole, Missouri Department of Revenue, MADD, Missouri Division of Behavioral Health, Missouri Department of Public Safety, Missouri Safety Center, DWI court judges, DWI court administrators and the Supreme Court Committee on Treatment Courts (TCC).

A requirement for DWI court team training was included in these guidelines. As of January 1, 2011, each court is required to attend three-day DWI court training before a plan of operation will be approved to grant LDPs. The DWI court training includes over 18 hours of instruction and six breakout sessions for each team to work on individual policy and procedure manuals and the Plan of Operation for their DWI court. In response to the guidelines, the National Center for DWI Courts (NCDC) and NHTSA agreed to provide DWI court training in Missouri. There have been 52 teams which have participated in the training with 445 DWI court team members in attendance. The three-day training is also available through the Office of State Courts Administrator's Judicial Education Web Learning System (JEWELS) for any new team member who joins an existing DWI court team.

There are currently 23 stand-alone DWI court programs, 37 hybrid treatment courts which accept DWI and drug offenders, and 9 veterans treatment courts with a DWI docket in Missouri. Sixty-one of these programs have an approved plan of operation for granting LDPs.



Since 2010, MODOT's Highway Safety and Traffic Division has provided grant funding to the Missouri Office of State Courts Administrator (OSCA) for the expansion of DWI courts. DWI court

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expansion has focused on counties with the highest incidence of fatal injury crashes and population. DWI Courts who have received highway safety funding include:

- Federal Fiscal Years 2007 – 2010 include the 12<sup>th</sup> (Audrain, Montgomery and Warren Counties), 13<sup>th</sup> (Boone County), 20<sup>th</sup> (Franklin, Osage and Gasconade Counties), 31<sup>st</sup> (Greene County), and the 36<sup>th</sup> (Butler and Ripley Counties) Judicial Circuits;
- Federal Fiscal Years 2011 – 2014 include 6<sup>th</sup> (Platte County), 13<sup>th</sup> (Callaway County), 17<sup>th</sup> (Cass County), 19<sup>th</sup> (Cole County), 21<sup>st</sup> (St. Louis County), and the 40<sup>th</sup> (Newton and McDonald Counties) Judicial Circuits;
- Federal Fiscal Years 2015 – 2017 include 28<sup>th</sup> (Dade, Barton an Cedar Counties), 29<sup>th</sup> (Jasper County), 32<sup>nd</sup> (Cape Girardeau, Perry and Bollinger Counties), and the 38<sup>th</sup> (served by neighboring Greene and Stone Counties) Judicial Circuits;
- Federal Fiscal Year 2018-2020 includes the 4<sup>th</sup> (Atchison, Gentry, Holt, Nodaway and Worth Counties), 26<sup>th</sup> (Camden County), 33<sup>rd</sup> (Scott and Mississippi Counties), 38<sup>th</sup> (Christian County), and the 46<sup>th</sup> (Taney County) Judicial Circuits.

Another funding source for DWI court programs in Missouri is from the Treatment Court Resource Fund (state funding), which is allocated by the TCCC. DWI court programs are allocated Treatment Court Resource Funding under the following conditions :

- A DMH certified provider is utilized and a Serious and Repeat Offender Program (SROP) services are utilized (where available);
- No Suspended Imposition of Sentence (SIS) is given;
- A withdrawal of guilty plea is not allowed (even after completion of the program);
- If the charges are reduced, the lesser charge must be an intoxication related offense (for enhancement purposes if the individual is arrested for DWI in the future);
- If the participant has an operator's license, an ignition interlock device is mandatory.

OSCA has been studying treatment court recidivism by following all participants who exited treatment court from January 1, 2008 through December 31, 2013. Recidivism is defined as any plea or finding of guilt for a new criminal case (felony or misdemeanor) filed after the end of the treatment court case. New cases where the actual criminal charge occurred before the start of the treatment court case are not counted as recidivism. The time to recidivate is based on the filing initiation date of the new criminal case. Data was extracted March 5, 2019.

#### DWI Court Recidivism Rates

	Exit Status	# of Exits	Percent with New Plea or Finding of Guilt Within		
			1 Year of Exit	2 Years of Exit	3 Years of Exit
DWI Court	Graduates	1980	2.9%	4.7%	6.4%
	Termination	354	4.8%	9.3%	14.1%
	Total	2334	3.2%	5.4%	7.6%

Strategies in the Area of Adjudication:

1. Maintain the number of DWI courts in the state and ensure that all courts are following the Ten Guiding Principles of DWI Courts established by NCDC and the National Drug Court Institute (NDCI).
2. Offer presentations on DWI courts, standardized field sobriety testing, the drug evaluation and classification program, alternative sanctions and emerging technologies at the judicial conference, the prosecutor's conference and the Missouri Bar conference.
3. Pursue efforts to increase the focus on high BAC first offenders including DWI court participation under existing statutes or laws.
4. Encourage courts to order ignition interlock requirements for first time offenders under current law.
5. Maintain evidence-based treatment and sanctions for first offenders, repeat offenders, minor offenders and high BAC offenders.
6. Continue to educate the courts, prosecutors and judges on evidence-based practices.
7. Interagency collaboration in developing and implementing strategies for supervising and treating DWI offenders.
8. Strengthen legislation to require that courts hearing DWI cases report to JIS and SMC.
9. Support the efforts of developing and implementing a statewide court case management system, especially for manually reporting municipal courts.

**Administrative License Sanctions:** Missouri statutes authorize the imposition of administrative penalties by the Department of Revenue upon arrest for violations of the state's impaired driving laws. These include a license suspension or revocation if a person is arrested for driving while intoxicated and has a BAC of .08 or above, or .02 or above for offenders under 21 years of age; a license suspension, revocation or denial imposed after a conviction(s) for impaired driving offenses for alcohol or drugs; and a license revocation for refusing to submit to a chemical test. Drivers with a prior intoxication-related offense are required to install an ignition interlock device on any vehicles they operate as a condition of license reinstatement, restricted or limited driving privileges.

Additionally, Missouri law provides for license suspension or revocation under its "Abuse and Lose" and "Minor in Possession" provisions. These laws make it illegal for any person under 21 years of age to purchase, possess or consume ANY amount of alcohol (.02 percent or above) or controlled substance. The Abuse and Lose law also makes it illegal for any person to possess or use a controlled substance while operating a motor vehicle.

There have been substantial law changes over the past several years in regard to the eligibility for and the granting of Limited Driving Privileges. All traditional "hard walk" periods and a number of ineligibility requirements have been eliminated with the expanded use and monitoring of ignition

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interlock devices. This has greatly increased the number of impaired driving offenders eligible to legally operate a vehicle in order to meet employment and personal obligations. This is premised upon the use of ignition interlock devices and continual monitoring to prevent the operation of a vehicle while intoxicated.

A new “90-day Ignition Interlock Restricted Privilege” was created effective January 1, 2017, to permit individuals subject to a first administrative alcohol suspension or intoxication-related point suspension to avoid the traditional thirty-day “hard walk” period and to legally operate a motor vehicle. This restricted privilege is premised on requiring the installation of an approved ignition interlock device (otherwise not required for those without a prior offense or who serve the initial thirty-day suspension period). The privilege is also much broader than the sixty-day restricted privilege. The intent is to encourage first offenders to elect to install an interlock device where otherwise not required, in return for a broader scope of operation.

**Programs:** The Missouri Department of Revenue has implemented programs to reinforce and complement the state’s overall program to deter substance-impaired driving, including graduated driver licensing for novice drivers. Missouri also has procedures in place to ensure the security of its driver licenses (and non-driver licenses for minors) to prevent people from fraudulently obtaining a license or using an altered license. The Department also conducts annual training for law enforcement officers on substance-impaired driving issues.

Strategies in the Area of Administrative Sanctions and Driver Licensing Programs:

1. Continue outreach efforts to courts regarding their duty to forward information on final disposition for substance-impaired driving offenses and ignition interlock device orders to the Department of Revenue in a timely fashion to ensure that driving records are accurate and complete.
2. Continue to offer annual law enforcement seminars on substance-impaired driving issues.
3. Increase educational efforts to law enforcement, court personnel, and prosecutors on areas of abuse and lose, LDP, license revocation/suspension, and IID.
4. Conduct outreach efforts to law enforcement agencies and their associations (MPCA, MSA, MSTA) to increase timely submission of alcohol influence reports (AIR) to the Department of Revenue.
5. Explore the ability to file AIRs electronically by law enforcement agencies .

#### **IV. Communication Program:**

During Fiscal Year 2016 the Missouri Department of Transportation conducted a Highway Safety Drivers Survey. The research project surveyed 2,467 adult Missouri drivers to capture their attitudes and

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awareness of specific highway safety concerns such as seat belt usage, speeding, cell phone use while driving, and impaired driving. Results are presented for the entire state and for each of the districts.

Special emphasis was placed on ensuring that the sample reflected Missouri's geographic, age, and gender diversity. People were surveyed from 114 Missouri counties as well as the independent City of St. Louis. Residents from 532 different zip codes are represented. The standard phone survey practice of alternatively asking for either the oldest or youngest adult was not employed. Instead, the call center was given specific goals for each age group and gender within various geographic areas to ensure the most representative sample possible.

In accordance with the recommendations from the previous research, two changes in methodology were employed in this study in an attempt to obtain more accurate and useful information about the awareness of public safety efforts and public service announcements concerning seatbelt, speeding, and DUI enforcement. First, the three questions pertaining to this issue were standardized to provide examples when possible such as "Click It or Ticket" and to cover a six-month period of time in order to facilitate the recollection of the subjects and to enable more accurate comparisons between the three measures. Second, since MoDOT uses different tactics at different times of the year to publicize seat belt enforcement and DUI enforcement, surveys were conducted at three times throughout the fiscal year (October, February, and June) to track perceptions of enforcement over time.

Missouri drivers were asked three questions regarding alcohol impaired driving. When these questions were first asked in 2010, the researchers were concerned that people might not answer these questions honestly considering the legal and ethical implications of driving under the influence. However, the survey operators had the consistent impression that people were either answering these questions honestly or simply refusing to answer the question. The same calling center has been used since the 2010 survey and the call center operators have had similar impressions every year they have conducted the surveys. Results from those three questions are listed below:

- ***Question: In the past 60 days, how many times have you driven a motor vehicle within two (2) hours after drinking alcoholic beverages?***

The survey indicated 92.6 percent of Missouri drivers stated that they had not driven a vehicle within two hours of consuming an alcoholic beverage anytime in the last sixty days. This is similar to the previous year's findings of 6.8 percent admitting to having done so at least once in the last sixty days. Another 0.5 percent refused to answer the question.

Researchers usually hesitate to draw conclusions from refusals, but after considering the implications for self-incrimination and the impressions of the survey operators, Heartland Market Research concluded that approximately 7.4 percent of Missouri drivers have driven under the influence of alcohol in the last sixty days. Considering the margin of error, this is similar to the findings that have been measured most years of this study (11.5% in 2010, 18.7% in 2011, 8.3% in 2012, 12.7% in 2013, and 9.3% in 2014, and 10.6% in 2015).

Out of those who admitted to drinking before driving, the average driver did so about three times in the last sixty days (average of 3.0 times). This is similar to the 3.1 times measured

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the prior year and continued the downward trend of recent year (3.1 times in 2015, 3.6 times in 2014 and 2013, 5.5 times in 2012, 6.2 times in 2011, and an average of 5.2 times in 2010.

- ***Question: In the past six months, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?***

Prior to Fiscal Year 2016, the question was worded *In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?* and the survey was conducted in just one month instead over three months over the entire fiscal year.

The changes in methodology (revising the question to cover six months, including an example, and asking the survey multiple times throughout the year) had a major impact on the results of this question. 67.1 percent of the respondents agreed with the revised question, significantly higher than previous years. This large jump in perceived awareness is most likely not a large difference from previous years given the change in methodology, particularly the large span of time covered.

- ***Question: What do you think the chances are of someone getting arrested if they drive after drinking?***

The survey indicates 65.7 percent of the respondents expected people who drove after drinking would be arrested at least half of the time, statistically identical to that of previous measurements.

MoDOT looks to conduct another Highway Safety Drivers Survey in the future.

Missouri implements a statewide comprehensive communication plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and quarterly high visibility enforcement efforts. Specific statewide communication goals and plans are discussed in the Publicizing High Visibility Enforcement section of this plan.

Targeted substance-impaired driving campaigns include participation in the national Drive Sober or Get Pulled Over campaign, as well as the four quarterly campaigns of March Impaired, Youth Impairment, July Impaired and Holiday Impaired. Supplemental campaigns are also held for other state and national events that target a substance-impaired audience, such as Super Bowl and other professional league sporting events that impact the state of Missouri.

Missouri has used specific message taglines, along with the national logos and taglines. In 2017 it was decided to tag all substance-impaired driving messages with one tagline, yet have new creative that was geared toward that specific target audience. Since 2017 Missouri substance-impaired driving messages have been tagged with “Face It. Driving Impaired Affects Lives.” as well as the Drive Sober or Get Pulled Over logos and taglines. It was felt that this message would relay the reality of substance-impaired driving consequences and give more personal responsibility to drivers and passengers alike.

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Planning for each campaign begins well in advance of launch date. Statistics and crash data are pulled to determine the exact target audience and problem areas statewide. Once a target audience and locations are established, media agencies are consulted to help to determine the types of media placement that would be most beneficial. Paid media has included but is not limited to Connected TV and Cable broadcast; traditional and online radio; out of home advertising such as movie theatre ads, juke box ads, in stadium ads, pump top ads and convenience store takeovers, car wrap and box truck advertising; online video and display ads; social media paid and organic on the Save MO Lives outlets of Facebook, Twitter, Instagram and Pinterest.

In April of 2019, on the heels of legalized medicinal marijuana, Missouri began its first 420 Awareness campaign. As a trial campaign it was very well received and definitely got the conversation started about driving under the influence of drugs. Since then each substance-impaired driving campaign has also held an element of substance-impaired messaging, including illegal drugs and prescription and over-the-counter medications. Substance-impaired messaging will continue in the next year as medicinal marijuana becomes legal in Missouri.

Timely messaging that is relatable to the residents of Missouri has been valuable in relaying the importance of not driving impaired by alcohol and/or other drugs. Specific messaging to the targeted audiences has used various approaches, from humor, scare tactics and personal testimony, and has been instrumental in providing a diverse set of messages to reach a wide variety of drivers. Tracking of campaign impressions helps to determine exact costs per message and which outlets are performing better than others. Review of past campaigns is discussed prior to the new campaign year to make any needed placement changes to get the most impressions per dollar.

Strategies in the Area of Communication:

1. Continue to implement Missouri's statewide comprehensive communications plan to educate the public regarding the problems of substance-impaired driving and youth impairment.
2. Work with the MCRS Public Information and Education Subcommittee to increase marketing to minority segments of the population.
3. Utilize research to identify high-risk and over-represented groups.
4. Utilize focus groups in the development of campaign materials, whenever possible.

## V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

A progressive substance use disorder can often be the underlying precursor to substance-impaired driving. Often, the substance-impaired driving behavior can be eliminated through proper diagnosis and early intervention to include education and comprehensive treatment services. Missouri

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has implemented a system to assess, and refer individuals to the appropriate programs that best suit one's individualized needs.

The Department of Mental Health, Division of Behavioral Health, certifies agencies to provide programs to individuals who have had an alcohol and/or other drug related traffic offense. The Substance Awareness Traffic Offenders' Program (SATOP) serves more than 16,000 DUI/DWI offenders annually who are referred as a result of an administrative suspension or revocation of one's license to operate a motor vehicle. SATOP is, by law, a required element in driver license reinstatement by the Department of Revenue.

All SATOP consumers enter the system via an Offender Management Unit (OMU). Consumers receive a comprehensive assessment where a review of their driving record, breath alcohol concentration (BAC) at the time of their arrest, computer-interpreted assessment, and an interview with a SATOP Qualified Professional (SQP) is conducted. Based upon the information gathered during the assessment process, a referral is made to one of the different levels of intervention ranging from a ten-hour educational program to an intensive outpatient rehabilitation treatment program.

## SATOP Service Levels

### **Offender Education Program (OEP) – Intended for low-risk and low-need first time offenders.**

A 10-hour education course designed primarily for first-time offenders to understand the choices they made that led to their intoxication and arrest. The primary goal of the OEP is to provide the impaired driving offender with effective strategies that result in modifying their drinking and driving behavior.

### **Adolescent Diversion Education Program (ADEP) –Intended for low-risk and low need first time offenders under age 18.**

A 10-hour education program designed for individuals who have been arrested or cited for alcohol/other drug-related offenses, such as Minor in Possession, Abuse and Lose, or Zero-Tolerance. The mission of ADEP is to reduce substance related deaths and injuries by educating young offenders about the risks and consequences related to substance use.

### **Weekend Intervention Program (WIP) – Intended for moderate-risk offenders.**

A level of service designed primarily for repeat offenders or "moderate-risk" first-time offenders through education and individualized counseling throughout an intensive twenty (20) hours of structured activities over a 48-hour weekend. Activities are designed to encourage offenders to confront their harmful behavior and take responsibility for their lives.

### **Clinical Intervention Program (CIP) – Intended for high-risk repeat offenders meeting diagnostic criteria for a substance use disorder.**

A program designed to provide intensive outpatient treatment services. Each offender is required to participate in 50 hours of substance use treatment consisting of 10 hours of individual counseling, 20 hours of group counseling, and 20 hours of group education at a certified treatment facility.

**Serious and Repeat Offender Program (SROP) – Intended for high-risk and high-need offenders determined to meet diagnostic criteria for an alcohol or substance use disorder.**

The SROP is a comprehensive array of substance use treatment services that are individualized to address the specific and unique needs of the repeat offender. Clinical services include the use of medication as indicated as part of a holistic approach to treatment. The requirement to successfully complete an SROP is a minimum of 75 hours of treatment in no less than 90 days.

The SATOP is self-funded from fees that are required to be paid by the offender for an offender's completion of SATOP, which are deposited into the Mental Health Earnings Fund (MHEF). The fees include:

- 1) Assessment fee - \$126
- 2) Program fee (Varies)
- 3) Supplemental fee - \$249

The MHEF is used by the Department of Mental Health to supplement the cost of treatment services based on a sliding scale for program participants.

As with the management of any chronic disease, early identification of a substance use disorder is critical to reduce the potential for substance-impaired driving. Missouri is a national leader in utilizing Medication Assisted Treatment (MAT) within the array of services for alcohol and opioid use disorders. Agencies contracted to provide substance use treatment services with the Division of Behavioral Health are required to offer FDA approved MAT services as part of a comprehensive treatment regimen for appropriate candidates in conjunction with therapeutic services. The use of MAT in Missouri has already been implemented within the settings of DWI court, drug court, and correctional institutions with proven efficacy.

**Number Attending SATOP by Level of Intervention**

Calendar Year	OEP	ADEP	WIP	CIP	SROP	Total
<b>2013</b>	9,167	741	5,107	4,292	1,848	20,992
<b>2014</b>	8,433	754	4,519	3,727	1,810	19,086
<b>2015</b>	7,342	605	4,095	3,418	1,993	17,260
<b>2016</b>	6,811	253	3,841	2,898	1,943	15,590
<b>2017</b>	6,293	190	3,617	2,678	1,601	14,233
<b>2018</b>	6,649	117	3,769	2,582	1,347	14,349

**Demographics of SATOP Participants Screened  
January 1, 2018 – December 31, 2018**

Gender						Age			
Male		Female		Unknown		Adolescent < 18		Adult > 18	
#	%	#	%	#	%	#	%	#	%
14,337	73.5%	5,170	26.5%	10	0.1%	93	0.5%	19,424	99.5%

Race/Ethnicity-Adults													
Caucasian		African-American		Hispanic		Native American		Asian Pacific		Other		Multiracial	
#	%	#	%	#	%	#	%	#	%	#	%	#	%
14,183	81.4%	1,858	10.7 %	738	4.2%	46	0.3%	153	0.9%	130	0.7%	312	1.8%

In an effort to meet the evolving challenges related to addressing substance-impaired driving across the state, the SATOP frequently conduct a review of its programs to explore ways to enhance program services.

**Strategies in the Area of Treatment and Rehabilitation:**

1. Continue to expand the health care coordination for individuals with substance use disorders through the integration and collaboration of medical and behavioral health services.
2. Continue to increase access to MAT services in all treatment settings.
3. Maintain partnership with DWI courts statewide to continue collaborative efforts to eliminate repeat offenses and enhance avenues for recovery.
4. Continue to utilize and expand the use of telehealth and other technology to enhance and expand substance use treatment services to rural communities.
5. Educate providers and expand referral networks specifically designed to treat individuals diagnosed with an opioid and/or marijuana use disorder.

**Monitoring Substance-Impaired Drivers:**

Missouri closely monitors substance-impaired drivers to ensure that appropriate services are made available and utilized through its driver licensing, judicial, corrections and treatment systems. As discussed above, offenders who plead guilty or are found guilty of certain offenses are required to take part in SATOP. If a person's license has been revoked or suspended after an arrest for a substance-impaired driving offense, they are also required to participate in SATOP. Both of these requirements are

established in statute. Serious or repeat offenders receive more comprehensive services through DWI court programs.

DWI Court programs offer the highest degree of monitoring of high-risk DWI offenders and have proven to be successful in reducing recidivism rates of those offenders. More information on DWI Courts can be found in the Criminal Justice Section under Adjudication.

Another form of monitoring is through the use of technology. Ignition interlock devices (IID) have been a requirement in the state of Missouri since 1995 for repeat offenders. The original ignition interlock law required courts to order the use of IIDs on any vehicle the offender operates. Since that time the Missouri General Assembly passed legislation in 2008 to also require IID use for a six month period when the offender applies for driver license reinstatement. Monitoring functions of ignition interlock use were only taking place if the offender was under court supervision, which in most cases they were not. Offenders are required to install an ignition interlock device for a six-month period following full license reinstatement. Effective January 2017, the last three-month period of this period is monitored for any interlock violations. If the driver violates the ignition interlock during this period, the ignition interlock requirement will be extended until the driver can complete a consecutive three-month period without violation. Some repeat offenders will also be required to install an ignition interlock device with a camera feature and (effective January 1, 2017) a global positioning feature (only on court order) prior to receiving a limited driving privilege or a court-ordered license reinstatement. Additionally, first- time offenders will have the option of installing an IID to obtain a restricted driving privilege (RDP) for the full 90-day suspension period. These offenders will be monitored during the RDP period and any violations will extend the IID requirement for an additional 30 days.

Effective January 1, 2017, under comprehensive amendments to the Missouri Criminal Code, all impaired driving related offenses (drugs and/or alcohol) were consolidated to Chapter 577, including the offense of involuntary manslaughter while DWI, and assault 2<sup>nd</sup> while DWI. Other substantial changes are in the area of limited and restricted driving privileges, and ignition interlock requirements. Of particular note, most all mandatory suspension or 'hard walk' periods for drivers seeking limited driving privileges are to be eliminated. This signals a drastic change in the historical approach to license sanctions in the state of Missouri. Too, for many years a felony 'the commission of which involved a motor vehicle' operated as a lifetime disqualifier for limited driving privileges (typically a felony DWI). Under the new law, however, there is now a five-year 'look back' period for any felony offense, viewed from the date of application for limited privileges. An additional change in the law effective January 1, 2017 affects restricted driving privileges available for first DWI offenders (90-day administrative alcohol suspension or first alcohol-offense triggered point suspension). While the ability for these drivers to obtain a limited driving privilege (LDP) under section 302.309 has been eliminated, a "90-day ignition interlock restricted privilege" as defined under section 302.010 RSMo is now available. This new restricted privilege (RDP) has a greatly expanded scope, and is available from the first day of the suspension (at the option of the driver), who is required to install an ignition interlock device and file proof of insurance. Those who do not elect the 90-day RDP merely serve the standard 30-day suspension, followed by a 60-day RDP without the ignition interlock requirement (if the driver has no prior alcohol-related offenses). Another amendment, effective August 28, 2016, permits a court-ordered exemption for certain ignition interlock requirements. This allows a driver subject to an ignition

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interlock requirement to seek a court order to permit operation of an employer-owned vehicle for “employment purposes” without an ignition interlock device. It would exclude owner-operators and self-employed persons.

Effective January 1, 2019, all new installations of devices that require a camera by statute or court order are to incorporate real-time reporting. Also, effective August 1, 2019, all currently installed devices that require a camera by statute or court order are to incorporate real-time reporting except for an operator that is within three months of removal of the device, unless they have received a violation reset. This amendment also provides for near real-time transmission between the operator’s device and the manufacturer’s service while the device is in use. Also, when a violation occurs, all data, including photos or digital imaging and GPS coordinates are made available for viewing, on the manufacturer’s website, within 10 minutes from when the data was recorded on the device; including any last event data recorded after power off or as power is restored. Further, during normal operation, make available all data, including photos or digital imaging and GPS coordinates made available for viewing, on the manufacturer’s website, within 12 hours from when the data was recorded on the device; including any last even data recorded after power off or as power is restored.

Strategies for Monitoring Substance-Impaired Drivers:

1. Seek legislation to require mandatory use of ignition interlock at driver license reinstatement for a minimum of 90 days for a first offender.
2. Expand the availability of DWI courts in the State.
3. Strengthen existing legislation to require camera for all offenders.
4. Improve IID manufacturer reporting to courts, probation and parole or other court approved supervising authority.
5. Explore the possibility of creating a central repository for data collection and dissemination of reporting.
6. Explore the creation of 24/7 Sobriety Programs.

## VI. Program Evaluation and Data

Missouri maintains comprehensive data regarding substance-impaired driving offenders, substance-impaired driving crashes and the resulting injuries and fatalities. We utilize data from multiple sources including the Fatality Analysis Reporting System, State Traffic Accident Record System, and the Transportation Management System, DWI Tracking System (DWITS), Missouri Driver License System, Judicial Information System (JIS), among others, to support the substance-impaired driving program. The State also has a Traffic Records Coordinating Committee (TRCC) to represent the interests of all stakeholders. The data from all sources is regularly evaluated to measure progress, determine program effectiveness, plan and implement new strategies, and ensure the appropriate allocation of resources. The TRCC is working with courts on timely electronic reporting of convictions, updating the statewide

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accident reporting system, and working with local municipalities to do electronic reporting of crash reports.

The Missouri Department of Revenue also maintains a system of records that enables the state to identify substance-impaired drivers, maintain a complete and accurate driving history of substance-impaired drivers, receive timely and accurate arrest and conviction data from law enforcement agencies and the courts, and provides timely and accurate driver history records to law enforcement and the courts.

Although our current system of records is robust, improvements can be made in the collection and analysis of data. The specific goals and plans to improve data systems are described in the Program Management and Strategic Planning section of this plan.

Strategies in the Area of Program Evaluation and Data:

1. Explore the development of standardized electronic reporting of the Alcohol Influence Report for law enforcement agencies for more timely submission to DOR and to the court system.
2. Streamline the query process to obtain substance-impaired driving arrests and disposition information from all available sources (licensing records, criminal history and DWITS).
3. Expand the availability of mobile data terminals, portable computers, or tablet devices for use by officers at roadside.
4. Research, identify and adopt programs that are evidence-based.
5. Continue to conduct evaluation of existing programs to determine effectiveness.

## VII. Performance Measures and Benchmarks

This section focuses on performance measures and benchmarks for evaluating effectiveness of the strategies outlined in this plan.

**Performance Measures:**

- Number of fatalities and serious injuries involving a substance-impaired driver
- Number of fatal and serious injury crashes involving a substance-impaired driver
- Number of fatalities involving an alcohol-impaired driver with .08 BAC or greater
- Number of fatalities and serious injuries involving a drug-impaired driver (other than alcohol)
- Number of fatalities involving substance-impaired drivers under the age of 21
- Number of limited driving privileges issued by DWI courts
- Total number of participants admitted into DWI courts
- Total number of graduates of DWI courts
- Graduation rates of DWI court participants

- Number of municipal courts reporting to JIS
- Number of DWI cases filed in municipal court
- Number of DWI cases disposed in municipal court
- Number of DWI cases filed in circuit court (associate and circuit divisions)
- Number of DWI cases disposed in circuit court (associate and circuit divisions)
- Number of law enforcement agencies and local prosecutors making entries in DWITS
- Percentage of chemical test refusals
- Number of people attending SATOP classes by program type (including the serious and repeat offender program)
- Number of substance-impaired driving arrests (by age, drug category)
- Number of guilty outcomes and total sentenced (excluding SES) for DWI (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> offense, etc)
- Number and feature of ignition interlock devices installed
- Percentage of Missouri college students who report driving after drinking, using cannabis, or using prescription drugs

**Benchmarks:**

*Please note that benchmarks below are for Calendar Year 2014 and are based on information collected in state data systems unless otherwise noted*

- Fatalities involving a substance-impaired (alcohol and/or drug) driver - 198
- Serious injuries involving a substance-impaired (alcohol and/or drug) driver – 725
- Fatal crashes involving a substance-impaired driver - 182
- Serious injury crashes involving a substance-impaired driver - 536
- Fatalities involving drivers with .08 BAC or greater - 205 (based on FARS data)
- Fatalities involving a drug-impaired driver - 58
- Serious injuries involving a drug-impaired driver - 161
- Fatalities involving a substance-impaired driver less than 21 years of age - 15
- Serious injuries involving a substance-impaired driver less than 21 years of age - 64
- Fatalities involving a drug-impaired driver less than 21 years of age - 6
- Serious injuries involving a drug-impaired driver less than 21 years of age – 15
- Number of limited driving privileges issued by DWI courts -218
- Number of participants admitted into DWI courts – 532
- Number of graduates of DWI courts – 179
- Graduation rate of DWI court participants – 71.89%
- Municipal courts reporting to JIS as of June 30, 2011 - 59
- Alcohol/drug related traffic cases filed in municipal court - 19,880
- Alcohol/drug related traffic cases heard in municipal court– 19,867
- Number of DWI cases filed in circuit court (associate and circuit divisions) – see Court Data section
- Percent of chemical test refusals – 32%
- Number of people attending SATOP classes – 22,426 (includes all levels)
- Number of ignition interlock devices installed – 7,299

- Impaired driving arrests (age, drug category)
- Number of DWI cases disposed in circuit court (associate and circuit divisions) – see Court Data section
- Number of SMART seller and server certifications (2018) – 11,558
- Percentage of Missouri college students who report driving after consuming alcohol at least once in the past year – 14%
- Percentage of Missouri college students who report driving after using cannabis at least once in the past year – 10%
- Percentage of Missouri college students who report driving after using prescription drugs at least once in the past year – 3%
- Number of guilty outcomes and total sentenced (excluding SES) for DWI (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> offense, etc) – see Court Data section

### **VIII. Conclusion**

In adopting this strategic plan, Missouri hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities caused by substance-impaired drivers. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing substance-impaired driving fatalities by two percent annually.

#### ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
AIR	Alcohol Influence Report
ASAP	Alcohol Safety Awareness and Prevention
ATC	Missouri Division of Alcohol and Tobacco Control
BAC	Blood Alcohol Content
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
DWITS	Driving While Intoxicated Tracking System
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
HSO	Highway Safety Office
HSP	Highway Safety Plan
IID	Ignition Interlock Device
JET	Joint Enforcement Teams
LEPP	Law Enforcement Phlebotomy Program
LETSAC	Law Enforcement Traffic Safety Advisory Council
MADD	Mothers Against Drunk Driving
MCRS	Missouri Coalition for Roadway Safety
MMUCC	Model Minimum Uniform Crash Criteria
MoDOT	Missouri Department of Transportation
NHTSA	National Highway Traffic Safety Administration
OSCA	Missouri Office of State Courts Administrator
RSMo	Missouri Revised Statutes
SADD	Students Against Destructive Decisions
SATOP	Substance Awareness Traffic Offenders' Program
SES	Suspended Execution of Sentence
SET	Strategic Enforcement Teams
SIS	Suspended Imposition of Sentence
SHSP	Strategic Highway Safety Plan (AKA: Blueprint)
SJOL	State Judicial Outreach Liaison
SMART	State of Missouri Alcohol Responsibility Training
STARS	State Traffic Accident Record System
START	Student Alcohol Responsibility Training
TMS	Traffic Management System
TRCC	Traffic Records Coordinating Committee

## COURT DATA

Please note that the following spreadsheets contain data reflecting the charge codes in effect at the time. The criminal code revision effective January 1, 2017 changes the charge codes for DWI offenses.

ASSOCIATE 2019

Row Labels	DESCRIPTION	Filed	Disposed	Bound Over/Certified	Jury Verdict- Guilty	Guilty Outcome		Total Guilty Outcome
						Court Trial- Guilty	Court Trial- Guilty	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	6	60	38	0	0	2	2
577.010-002Y198254	Dwi - Alcohol - Prior Offender	3	144	1	0	2	51	53
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	2	18	10	0	0	0	0
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	2	26	18	0	0	0	0
577.010-005Y197554	Dwi - Alcohol	8	808	7	2	1	219	222
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	0	1	1	0	0	0	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	1	6	3	0	0	0	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	0	6	2	0	0	0	0
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	10	0	0	0	3	3
577.010-010Y197954	Dwi - Drug Intoxication	0	108	5	0	1	52	53
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	0	1	0	0	0	0	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	0	2	2	0	0	0	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	2	0	0	0	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	0	17	2	0	0	5	5
577.010-019Y201754	Dwi - Habitual	139	131	121	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	4	6	6	0	0	0	0
577.010-022Y201754	Dwi - Chronic	182	174	162	0	0	0	0
577.010-024Y201754	Dwi - Death Of Another	15	18	18	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	507	442	408	0	0	4	4
577.010-026Y201754	Atmp-Dwi - Physical Injury To L/E Or Emergency Personnel	1	1	1	0	0	0	0
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	5	3	3	0	0	0	0
577.010-027Y201754	Atmp-Dwi - Serious Physical Injury	5	4	3	0	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	90	99	92	0	0	1	1
577.010-028Y201754	Dwi - Persistent	1075	937	886	0	0	10	10
577.010-029Y201754	Dwi - Physical Injury	148	118	112	0	0	1	1
577.010-030Y201754	Dwi - Prior	976	841	42	1	5	697	703
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	272	215	38	1	1	149	151
577.010-032Y201754	Dwi	8068	7577	367	3	26	6399	6428
577.010-033Y201754	DWI - Death Of Another Not A Passenger	11	10	10	0	0	0	0
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	3	2	1	0	0	0	0
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	2	3	3	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	10	9	4	0	0	5	5
577.012-003Y197954	Excessive Bac - Persistent Offender	0	1	1	0	0	0	0
577.012-003Y201754	Bac - Chronic Offender	5	8	8	0	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	7	0	0	0	1	1
577.012-005Y200154	Excessive Bac	0	26	0	0	0	7	7
577.012-005Y201754	Bac - Aggravated Offender	9	8	7	0	0	1	1
577.012-007Y201754	Bac - Persistent Offender	22	25	23	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	36	36	2	0	0	12	12
577.012-010Y201754	Bac - Crmv (.04 - .079) - Prior Offender	1	0	0	0	0	0	0
577.012-012Y201754	Bac - Crmv (.04 - .079)	4	1	0	0	0	0	0
577.012-997Y197554	Excessive Blood Alcohol	0	8	0	0	0	0	0
ORDIN.0-085Y200054	Dwi - Alcohol	5	5	1	0	0	2	2
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	1	0	0	0	0	0	0
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	1	0	0	0	0	0
Grand Total		11619	11925	2408	7	36	7621	7664

## CIRCUIT 2019

Row Labels	DESCRIPTION	Filed	Disposed	Over/Certified	Bound	Jury Verdict-	Guilty Outcomes			Total Guilty		
							Guilty	Court Trial-Guilty	Outcome	DOC	SIS	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	62	121	0	0	0	0	103	103	66	1	
577.010-002Y198254	Dwi - Alcohol - Prior Offender	2	42	0	0	0	0	39	39	0	2	
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	21	18	0	0	0	0	13	13	7	0	
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	23	75	0	0	0	0	65	65	22	0	
577.010-005Y197554	Dwi - Alcohol	9	69	0	0	0	0	59	59	0	11	
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	1	1	0	0	0	0	0	0	0	0	
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	5	7	0	0	0	0	4	4	3	0	
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	4	7	0	0	0	0	6	6	5	0	
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	5	0	0	0	0	5	5	0	0	
577.010-010Y197954	Dwi - Drug Intoxication	6	20	0	0	0	0	10	10	0	4	
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	1	0	0	0	0	0	0	0	0	0	
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	2	3	0	0	0	0	0	0	0	0	
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	2	2	0	0	0	0	2	2	0	1	
577.010-019Y201754	Dwi - Habitual	124	45	0	1	2	2	30	33	23	0	
577.010-021Y201754	Dwi - Death Of 2 Or More	12	13	0	0	0	0	5	5	5	0	
577.010-022Y201754	Dwi - Chronic	168	66	1	1	0	0	53	54	24	0	
577.010-024Y201754	Dwi - Death Of Another	18	14	0	0	0	0	13	13	12	0	
577.010-025Y201754	Dwi - Aggravated	428	387	0	1	0	0	349	350	272	0	
577.010-026Y201754	Atmp-Dwi - Physical Injury To L/E Or Emergency Personnel	1	0	0	0	0	0	0	0	0	0	
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	3	0	0	0	0	3	3	1	2	
577.010-027Y201754	Dwi - Serious Physical Injury	99	89	0	0	0	0	68	68	66	14	
577.010-028Y201754	Dwi - Persistent	945	835	1	2	2	2	761	765	613	10	
577.010-029Y201754	Dwi - Physical Injury	114	95	0	0	0	0	81	81	59	23	
577.010-030Y201754	Dwi - Prior	52	165	0	0	0	0	149	149	0	6	
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	35	29	0	0	0	0	21	21	0	5	
577.010-032Y201754	Dwi	418	521	2	2	2	2	422	426	4	122	
577.010-033Y201754	DWI - Death Of Another Not A Passenger	10	7	0	1	0	0	5	6	5	0	
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	1	0	0	0	0	0	0	0	0	0	
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	3	4	0	0	0	0	4	4	3	0	
577.012-001Y200554	Excessive Bac - Chronic Offender	0	2	0	0	0	0	2	2	2	0	
577.012-001Y201754	Bac - Habitual Offender	6	1	0	0	0	0	0	0	0	0	
577.012-002Y200554	Excessive Bac - Aggravated Offender	0	3	0	0	0	0	3	3	0	0	
577.012-003Y197954	Excessive Bac - Persistent Offender	1	6	0	0	0	0	5	5	7	0	
577.012-003Y201754	Bac - Chronic Offender	9	6	0	0	0	0	3	3	1	0	
577.012-005Y200154	Excessive Bac	0	1	0	0	0	0	0	0	0	0	
577.012-005Y201754	Bac - Aggravated Offender	11	13	0	0	0	0	6	6	5	0	
577.012-007Y201754	Bac - Persistent Offender	31	22	0	1	1	1	13	15	14	0	
577.012-009Y201754	Bac - Prior Offender	2	3	0	0	0	0	2	2	0	0	
ORDIN.0-084N200054	Drinking Alcoholic Beverage While Operating Moving Vehicle	1	1	0	0	0	0	1	1	0	0	
ORDIN.0-085Y200054	Dwi - Alcohol	51	38	0	0	0	0	15	15	0	14	
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	0	2	0	0	0	0	2	2	0	1	
ORDIN.0-087Y200054	Dwi - Drug Intoxication	4	2	0	0	0	0	0	0	0	0	
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	0	0	0	0	0	0	0	0	0	
Grand Total		2686	2743	4	9	7	2322	2338	1219	216		

ASSOCIATE 2018

Row Labels	DESCRIPTION	Filed	Disposed	Bound	Jury Verdict-	Guilty Outcomes		Total Guilty
						Over/Certified	Guilty	
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	33	148	134	0	0	0	0
577.010-002Y198254	Dwi - Alcohol - Prior Offender	4	157	2	0	1	114	115
577.010-003Y200554	Dwi -Alcohol - Chronic Offender	6	58	52	0	0	0	0
577.010-004Y200554	Dwi - Alchol - Aggravated Offender	19	80	68	0	0	0	0
577.010-005Y197554	Dwi - Alcohol	14	1071	18	3	3	747	753
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	1	3	2	0	0	0	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	3	7	4	0	0	1	1
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	6	17	12	0	0	1	1
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	1	18	0	0	0	12	12
577.010-010Y197954	Dwi - Drug Intoxication	3	264	14	1	3	194	198
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	0	1	1	0	0	0	0
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	0	2	0	0	0	0	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	2	1	1	0	0	0	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	6	1	0	0	5	5
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	1	33	1	0	0	28	28
577.010-016Y201754	Dwi - Habitual - 2nd Or Subsequent Violation	0	2	2	0	0	0	0
577.010-019Y201754	Dwi - Habitual	157	135	126	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	9	4	4	0	0	0	0
577.010-022Y201754	Dwi - Chronic	232	182	173	0	0	0	0
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	1	1	0	0	0	0
577.010-024Y201754	Dwi - Death Of Another	18	22	22	0	0	0	0
577.010-025Y201754	Dwi - Aggravated	544	429	397	0	0	0	0
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	9	7	6	0	0	1	1
577.010-027Y201754	Atmp-Dwi - Serious Physical Injury	9	10	10	0	0	0	0
577.010-027Y201754	Dwi - Serious Physical Injury	167	117	113	0	0	0	0
577.010-028Y201754	Dwi - Persistent	1303	965	902	0	0	6	6
577.010-029Y201754	Dwi - Physical Injury	172	137	126	0	0	0	0
577.010-030Y201754	Atmp-Dwi - Prior	71	64	2	1	0	54	55
577.010-030Y201754	Dwi - Prior	1231	832	42	1	0	702	703
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	234	136	9	0	1	115	116
577.010-032Y201754	Acry-Dwi	644	443	8	0	0	414	414
577.010-032Y201754	Dwi	9387	7987	322	1	15	6889	6905
577.010-033Y201754	DWI - Death Of Another Not A Passenger	8	11	11	0	0	0	0
577.010-034Y201754	DWI - 2nd Or Subsequent Felony B - 577.010.2(6) (a-e)	2	0	0	0	0	0	0
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	1	2	2	0	0	0	0
577.012-001Y200554	Excessive Bac - Chronic Offender	1	1	1	0	0	0	0
577.012-001Y201754	Bac - Habitual Offender	5	8	8	0	0	0	0
577.012-003Y197954	Excessive Bac - Persistent Offender	0	6	5	0	0	0	0
577.012-003Y201754	Bac - Chronic Offender	8	4	4	0	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	18	0	0	0	4	4
577.012-005Y200154	Excessive Bac	0	77	2	0	0	11	11
577.012-005Y201754	Bac - Aggravated Offender	14	15	12	0	0	0	0
577.012-007Y201754	Bac - Persistent Offender	30	24	21	0	0	0	0
577.012-009Y201754	Bac - Prior Offender	61	49	0	0	0	23	23
577.012-010Y201754	Bac - Cmv (.04 - .079) - Prior Offender	2	3	0	0	0	0	0
577.012-012Y201754	Bac - Cmv (.04 - .079)	6	6	0	0	0	2	2
ORDIN.0-085Y200054	Dwi - Alcohol	2	2	0	0	0	2	2
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	1	0	0	0	0	0
Grand Total		14422	13566	2641	7	23	9325	9355

## CIRCUIT 2018

Row Labels	DESCRIPTION	Filed	Disposed	Bound	Jury Verdict-	Guilty Outcomes			Total Guilty	DOC	SIS
						Over/Certified	Guilty	Court Trial-	Guilty	Guilty	Outcome
577.010-001Y197954	Dwi - Alcohol - Persistent Offender	196	387	0	2	4	329	335	218	4	
577.010-002Y198254	Dwi - Alcohol - Prior Offender	2	83	0	0	0	77	77	0	3	
577.010-003Y200554	Dwi - Alcohol - Chronic Offender	56	57	0	1	2	36	39	26	0	
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	88	203	0	1	0	177	178	103	0	
577.010-005Y197554	Dwi - Alcohol	22	185	0	1	2	158	161	2	29	
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	3	6	0	1	0	1	2	2	0	
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	5	14	0	0	0	13	13	8	0	
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	14	42	0	0	0	37	37	31	1	
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	0	5	0	0	0	4	4	0	0	
577.010-010Y197954	Dwi - Drug Intoxication	16	56	0	0	1	38	39	1	16	
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	2	0	0	0	0	0	0	0	0	
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	1	2	0	0	0	2	2	2	0	
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	2	5	0	0	0	3	3	3	1	
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	1	0	0	0	1	1	0	0	
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	1	3	0	0	0	3	3	0	1	
577.010-016Y201754	Dwi - Habitual - 2nd Or Subsequent Violation	2	0	0	0	0	0	0	0	0	
577.010-019Y201754	Dwi - Habitual	132	29	0	2	0	21	23	21	0	
577.010-020Y201754	Dwi - Death Of L/E Or Emergency Personnel	0	1	0	0	0	1	1	2	0	
577.010-021Y201754	Dwi - Death Of 2 Or More	4	3	0	0	0	3	3	4	0	
577.010-022Y201754	Dwi - Chronic	177	71	0	0	0	65	65	33	0	
577.010-023Y201754	Dwi - Serious Physical Injury To L/E Or Emergency Personnel	1	1	0	0	0	1	1	1	0	
577.010-024Y201754	Dwi - Death Of Another	27	22	0	0	0	17	17	14	1	
577.010-025Y201754	Dwi - Aggravated	420	313	0	2	1	293	296	222	0	
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	5	2	0	0	0	2	2	3	0	
577.010-027Y201754	Dwi - Serious Physical Injury	118	52	0	0	0	38	38	40	6	
577.010-028Y201754	Dwi - Persistent	938	724	2	0	4	672	676	587	8	
577.010-029Y201754	Dwi - Physical Injury	136	94	2	2	0	70	72	60	22	
577.010-030Y201754	Dwi - Prior	54	99	0	1	0	81	82	0	1	
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	13	13	0	0	0	6	6	0	1	
577.010-032Y201754	Dwi	382	391	0	0	0	308	308	1	77	
577.010-033Y201754	DWI - Death Of Another Not A Passenger	16	6	0	0	0	2	2	2	0	
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	3	1	0	0	0	0	0	0	0	
577.012-001Y200554	Excessive Bac - Chronic Offender	1	2	0	0	0	1	1	1	0	
577.012-001Y201754	Bac - Habitual Offender	10	5	0	0	0	1	1	1	0	
577.012-002Y200554	Excessive Bac - Aggravated Offender	1	7	0	0	0	4	4	2	0	
577.012-002Y201754	Bac - Cmv (.04 Or More) - Habitual Offender	1	0	0	0	0	0	0	0	0	
577.012-003Y197954	Excessive Bac - Persistent Offender	6	12	0	0	0	9	9	9	0	
577.012-003Y201754	Bac - Chronic Offender	6	4	0	0	0	3	3	2	0	
577.012-004Y197854	Excessive Bac - Prior Offender	0	1	0	0	0	1	1	0	0	
577.012-005Y200154	Excessive Bac	2	2	0	0	0	1	1	0	0	
577.012-005Y201754	Bac - Aggravated Offender	15	7	0	0	0	3	3	3	0	
577.012-007Y201754	Bac - Persistent Offender	34	20	0	0	0	10	10	7	0	
577.012-009Y201754	Bac - Prior Offender	0	1	0	0	0	1	1	0	0	
ORDIN.0-085Y200054	Dwi - Alcohol	78	109	0	0	2	66	68	0	53	
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	4	5	0	0	0	2	2	0	0	
ORDIN.0-087Y200054	Dwi - Drug Intoxication	12	17	0	0	0	10	10	0	7	
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	0	0	0	0	0	0	0	0	
Grand Total		3007	3063	4	13	16	2571	2600	1411	231	

## ASSOCIATE 2017

Row Labels	DESCRIPTION	Filed	Disposed	Over/Certified	Bound	Jury Verdict-	Guilty Outcomes			Total Guilty
							Guilty	Court Trial-Guilty	Guilty Outcome	
577.010-002Y198254	Dwi - Alcohol - Prior Offender	205	725	29	4	9	599	599	612	
577.010-003Y200554	Dwi - Alcohol - Chronic Offender	88	212	190	0	0	1	1	1	
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	131	302	281	0	0	1	1	1	
577.010-005Y197554	Dwi - Alcohol	1303	4685	116	7	19	4074	4074	4100	
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	7	16	14	0	0	0	0	0	
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	14	14	12	0	0	0	0	0	
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	26	58	53	0	0	0	0	0	
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	26	51	8	0	1	27	27	28	
577.010-010Y197954	Dwi - Drug Intoxication	376	701	82	0	9	460	460	469	
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	1	3	2	0	0	0	0	0	
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	4	8	7	0	0	0	0	0	
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	5	19	15	0	0	0	0	0	
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	3	12	0	0	0	9	9	9	
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	57	103	8	0	1	70	70	71	
577.010-016Y201754	Dwi - Habitual - 2nd Or Subsequent Violation	4	0	0	0	0	0	0	0	
577.010-019Y201754	Dwi - Habitual	152	86	79	0	0	0	0	0	
577.010-020Y201754	Dwi - Death Of L/E Or Emergency Personnel	1	1	1	0	0	0	0	0	
577.010-021Y201754	Dwi - Death Of 2 Or More	5	4	4	0	0	0	0	0	
577.010-022Y201754	Dwi - Chronic	185	103	98	0	0	1	1	1	
577.010-024Y201754	Dwi - Death Of Another	20	8	8	0	0	0	0	0	
577.010-025Y201754	Dwi - Aggravated	396	207	191	0	0	2	2	2	
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	3	3	0	0	0	0	0	
577.010-027Y201754	Dwi - Serious Physical Injury	78	37	37	0	0	0	0	0	
577.010-028Y201754	Atmp-Dwi - Persistent	114	55	55	0	0	0	0	0	
577.010-028Y201754	Dwi - Persistent	977	455	428	0	0	1	1	1	
577.010-029Y201754	Dwi - Physical Injury	123	51	50	0	0	0	0	0	
577.010-030Y201754	Dwi - Prior	932	331	17	0	0	274	274	274	
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	166	67	10	0	1	49	49	50	
577.010-032Y201754	Dwi	7769	3417	150	0	4	2958	2958	2962	
577.010-033Y201754	DWI - Death Of Another Not A Passenger	3	0	0	0	0	0	0	0	
577.010-035Y201754	DWI - BAC > Or =.18 And Death Of Person	1	0	0	0	0	0	0	0	
577.012-001Y200554	Excessive Bac - Chronic Offender	4	7	7	0	0	0	0	0	
577.012-001Y201754	Bac - Habitual Offender	5	4	1	0	0	2	2	2	
577.012-002Y200554	Excessive Bac - Aggravated Offender	5	10	9	0	0	0	0	0	
577.012-003Y197954	Excessive Bac - Persistent Offender	8	24	21	0	0	0	0	0	
577.012-003Y201754	Bac - Chronic Offender	3	1	1	0	0	0	0	0	
577.012-004Y197854	Excessive Bac - Prior Offender	23	38	0	0	0	9	9	9	
577.012-005Y200154	Excessive Bac	120	417	1	0	2	183	183	185	
577.012-005Y201754	Bac - Aggravated Offender	10	4	4	0	0	0	0	0	
577.012-007Y201754	Bac - Persistent Offender	17	4	4	0	0	0	0	0	
577.012-009Y201754	Bac - Prior Offender	29	11	0	0	0	5	5	5	
577.012-010Y201754	Bac - Cmv (.04 - .079) - Prior Offender	3	1	0	0	0	0	0	0	
577.012-012Y201754	Bac - Cmv (.04 - .079)	5	1	0	0	0	0	0	0	
577.012-997Y197554	Excessive Blood Alcohol	0	2	0	0	0	0	0	0	
ORDIN.0-085Y200054	Dwi - Alcohol	3	6	0	0	1	5	5	6	
Grand Total		13410	12264	1996	11	47	8730	8788		

CIRCUIT 2017

Row Labels	DESCRIPTION	Filed	Disposed	Bound	Jury Verdict-	Guilty Outcomes			Total Guilty	DOC	SIS
						Over/Certified	Guilty	Court Trial-	Outcome		
577.010-002Y198254	Dwi - Alcohol - Prior Offender	39	181	0	0		1	165	166	3	1
577.010-003Y200554	Dwi - Alcohol - Chronic Offender	202	123	0	0		2	101	103	80	0
577.010-004Y200554	Dwi - Alcohol - Aggravated Offender	308	396	0	2		0	354	356	206	0
577.010-005Y197554	Dwi - Alcohol	131	325	0	1		1	281	283	6	57
577.010-006Y200554	Dwi - Drug Intoxication - Chronic Offender	16	15	1	0		0	9	9	11	0
577.010-007Y200554	Dwi - Drug Intoxication - Aggravated Offender	14	18	0	0		0	13	13	10	0
577.010-008Y197954	Dwi - Drug Intoxication - Persistent Offender	56	56	0	0		1	52	53	55	1
577.010-009Y197954	Dwi - Drug Intoxication - Prior Offender	10	17	0	0		0	13	13	0	0
577.010-010Y197954	Dwi - Drug Intoxication	99	130	0	0		0	89	89	4	27
577.010-011Y200554	Dwi - Combined Alcohol/Drug Intoxication - Chronic Offender	2	6	0	1		0	2	3	3	0
577.010-012Y200554	Dwi - Combined Alcohol/Drug Intoxication - Aggravated Offender	6	9	0	0		0	7	7	8	0
577.010-013Y197954	Dwi - Combined Alcohol/Drug Intoxication - Persistent Offender	16	20	0	0		0	18	18	16	0
577.010-014Y197954	Dwi - Combined Alcohol/Drug Intoxication - Prior Offender	0	5	0	0		0	3	3	0	0
577.010-015Y197954	Dwi - Combined Alcohol/Drug Intoxication	7	19	0	0		0	12	12	0	3
577.010-019Y201754	Dwi - Habitual	86	14	0	0		0	9	9	7	0
577.010-020Y201754	Dwi - Death Of L/E Or Emergency Personnel	1	0	0	0		0	0	0	0	0
577.010-021Y201754	Dwi - Death Of 2 Or More	6	0	0	0		0	0	0	0	0
577.010-022Y201754	Dwi - Chronic	101	23	0	0		0	19	19	15	0
577.010-024Y201754	Dwi - Death Of Another	8	2	0	0		0	1	1	0	1
577.010-025Y201754	Dwi - Aggravated	198	108	0	0		1	107	108	106	1
577.010-026Y201754	Dwi - Physical Injury To L/E Or Emergency Personnel	3	2	0	0		0	2	2	1	1
577.010-027Y201754	Dwi - Serious Physical Injury	42	14	0	0		0	11	11	10	2
577.010-028Y201754	Dwi - Persistent	445	196	0	0		0	182	182	197	2
577.010-029Y201754	Dwi - Physical Injury	51	15	0	0		0	13	13	11	3
577.010-030Y201754	Dwi - Prior	26	17	0	0		0	13	13	1	0
577.010-031Y201754	Dwi - Person Less Than 17 Yoa In Vehicle	11	3	0	0		0	3	3	0	1
577.010-032Y201754	Dwi	199	106	0	0		0	77	77	0	24
577.012-001Y200554	Excessive Bac - Chronic Offender	8	7	0	0		0	3	3	4	0
577.012-001Y201754	Bac - Habitual Offender	1	0	0	0		0	0	0	0	0
577.012-002Y200554	Excessive Bac - Aggravated Offender	13	19	0	0		0	14	14	11	0
577.012-003Y197954	Excessive Bac - Persistent Offender	27	30	0	1		0	19	20	17	0
577.012-003Y201754	Bac - Chronic Offender	1	0	0	0		0	0	0	0	0
577.012-004Y197854	Excessive Bac - Prior Offender	0	1	0	0		0	1	1	0	0
577.012-005Y200154	Excessive Bac	4	10	0	0		0	10	10	0	1
577.012-005Y201754	Bac - Aggravated Offender	8	5	0	0		0	4	4	5	0
577.012-007Y201754	Bac - Persistent Offender	11	2	0	0		0	2	2	3	0
ORDIN.0-084N200054	Drinking Alcoholic Beverage While Operating Moving Vehicle	1	2	0	0		0	2	2	0	2
ORDIN.0-085Y200054	Dwi - Alcohol	145	127	0	1		0	63	64	0	48
ORDIN.0-086Y200054	Dwi - Alcohol - Prior Offender	5	3	0	0		0	2	2	0	2
ORDIN.0-087Y200054	Dwi - Drug Intoxication	15	13	0	0		0	3	3	0	2
ORDIN.0-089Y200054	Dwi - Combined Alcohol/Drug Intoxication	1	1	0	0		0	0	0	0	0
Grand Total		2323	2040	1	6		6	1679	1691	790	179

2016

## Guilty Outcomes

Updated Charge code	Code	Charge description	Filed	Disposed	Bound	Jury	Court	Total	
					Over/	Verdict-	Trial -	Guilty	
					Certified	Guilty	Guilty	Plea	
Charge								Outcome	
577.010-001%197954	4741000	Dwi-Alcohol-Persistent Offen	1,270	1,231	1,044	0	0	19	19
577.010-002%198254	4741500	Dwi-Alcohol-Prior Offender	1,179	1,063	26	0	6	898	904
577.010-003%200554	4741700	Dwi-Alcohol Chronic Offndr	386	402	337	0	0	1	1
577.010-004%200554	4741800	Dwi-Alcohol Aggrvtd Offndr	548	537	464	0	0	12	12
577.010-005%197554	4742000	Dwi-Alcohol	8,589	8,149	94	6	18	7,129	7153
577.010-006%200554	4742300	Dwi-Drug Intox Chronic Offndr	23	21	16	0	0	0	0
577.010-007%200554	4742700	Dwi-Drug Intox Aggrvtd Offndr	20	20	17	0	0	0	0
577.010-008%197954	4743000	Dwi-Drug Intoxicat-Persist Off	105	82	68	0	0	2	2
577.010-009%197954	4743500	Dwi-Drug Intoxicat-Prior Offen	86	72	9	0	1	49	50
577.010-010%197954	4744000	Dwi--Drug Intoxication	1,129	942	102	1	4	613	618
577.010-011%200554	4744300	Dwi-Alchol/Drug Chronic Offnrd	7	7	6	0	0	0	0
577.010-012%200554	4744700	Dwi-Alchol/Drug Aggrvtd Offnrd	15	9	4	0	0	0	0
577.010-013%197954	4745000	Dwi-Comb Alc/Drug Intox-Persis	26	21	17	0	0	0	0
577.010-014%197954	4745500	Dwi-Comb Alc/Drug Intox-Prior	23	26	1	0	0	20	20
577.010-015%197954	4746000	Dwi-Combined Alc/Drug Intoxic	194	184	16	0	2	124	126
577.012-001%200554	4746300	Excessive Bac-Chronic Offnrd	6	5	5	0	0	0	0
577.012-002%200554	4746700	Excessive Bac-Aggrvtd Offnrd	12	9	9	0	0	0	0
577.012-003%197954	4747000	Excessive Bac--Persistent Off	34	18	13	0	0	0	0
577.012-004%197854	4747500	Excessive Bac--Prior Offender	59	27	0	0	1	8	9
577.012-005%200154	4748100	*Disc-Excessive Blood Alcohol	774	523	0	0	0	302	302
ORDIN.0-085%200054	9143500	Dwi - Alcohol	6	8	0	0	0	7	7
ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	0	0	0	0	0	0	0
ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	0	1	0	0	0	0	0
ORDIN.0-088%200054	9145500	DWI - DRUG INTOXICATION - PRIOR OFF	0	0	0	0	0	0	0
ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	0	0	0	0	0	0	0
			14,491	13,357	2,248	7	32	9,184	9223

2016 Charge description	Filed	Disposed	Jury		Court Trial	Guilty Plea	Total Guilty Outcome	DOC	SIS
			Verdict-Guilty	Guilty					
577.010-001%197954 Dwi--Alcohol--Persistent Offen	1,240	1,181	3	5	1,062	1,070	975	8	
577.010-002%198254 Dwi--Alcohol--Prior Offender	183	187	1		172	173	3	1	
577.010-003%200554 Dwi-Alcohol Chronic Offnrd	256	186	8	4	125	137	124	1	
577.010-004%200554 Dwi-Alcohol Aggrvtd Offnrd	581	570	3	2	513	518	482	1	
577.010-005%197554 Dwi--Alcohol	376	400	4		329	333	2	86	
577.010-006%200554 Dwi-Drug Intox Chronic Offnrd	16	7	2		3	5	3		
577.010-007%200554 Dwi-Drug Intox Aggrvtd Offnrd	30	25			20	20	20		
577.010-008%197954 Dwi-Drug Intoxicat-Persist Off	68	64			51	51	51		
577.010-009%197954 Dwi-Drug Intoxicat-Prior Offen	19	14			12	12			
577.010-010%197954 Dwi--Drug Intoxication	182	175	1	1	130	132		39	
577.010-011%200554 Dwi-Alchol/Drug Chronic Offnrd	8	7			4	4	3		
577.010-012%200554 Dwi-Alchol/Drug Aggrvtd Offnrd	13	13			12	12	12		
577.010-013%197954 Dwi-Comb Alc/Drug Intox-Persis	19	17			13	13	10		
577.010-014%197954 Dwi--Comb Alc/Drug Intox-Prior	4	1			1	1			
577.010-015%197954 Dwi-Combined Alc/Drug Intoxic	28	22			18	18	1	5	
577.012-001%200554 Excessive Bac-Chronic Offnrd	14	4			1	1	1		
577.012-002%200554 Excessive Bac-Aggrvtd Offnrd	12	7			4	4	4		
577.012-003%197954 Excessive Bac--Persistent Off	24	15			9	9	9		
577.012-004%197854 Excessive Bac--Prior Offender	1	1			1	1			
577.012-005%200154 *Disc-Excessive Blood Alcohol	6	8			4	4			
ORDIN.0-085%200054 Dwi - Alcohol	163	146			68	68		56	
ORDIN.0-086%200054 Dwi - Alcohol - Prior Offender	3	1			0	0			
ORDIN.0-087%200054 DWI - DRUG INTOXICATION	11	6			3	3		3	
ORDIN.0-088%200054 DWI - DRUG INTOXICATION - PRIOR OFF	1	1			1	1			
ORDIN.0-089%200054 Dwi - Combine Alcoh/Drg Intoxi	2	2			0	0			
	3,260	3,060	22	12	2,556	2,590	1,700	200	

### **Associate Level**

2015

## Guilty Outcomes

Circuit Level

2015	Charge description	Guilty Outcomes						Sentence Code		
		Filed	Disposed	Jury	Court	Guilty	Plea	Total	DOC	SIS
				Verdict-Guilty	Trial - Guilty			Guilty Outcome		
577.010-001%197954	Dwi--Alcohol--Persistent Offen	1,265	1,380	12	3	1,256	1,271	1,163	7	
577.010-002%198254	Dwi--Alcohol--Prior Offender	227	227		1	217	218	3	5	
577.010-003%200554	Dwi-Alcohol Chronic Offndr	202	206	4	8	147	159	154	0	
577.010-004%200554	Dwi-Alcohol Aggrvtd Offndr	626	655	3	1	589	593	563	3	
577.010-005%197554	Dwi--Alcohol	410	396	2		322	324	6	70	
577.010-006%200554	Dwi-Drug Intox Chronic Offndr	10	7			4	4	4		
577.010-007%200554	Dwi-Drug Intox Aggrvtd Offndr	36	31	1	1	23	25	25		
577.010-008%197954	Dwi-Drug Intoxicat-Persist Off	71	83			72	72	70	1	
577.010-009%197954	Dwi-Drug Intoxicat-Prior Offen	25	26			19	19			
577.010-010%197954	Dwi--Drug Intoxication	172	163			121	121	1	40	
577.010-011%200554	Dwi-Alchol/Drug Chronic Offndr	5	2			2	2	2		
577.010-012%200554	Dwi-Alchol/Drug Aggrvtd Offndr	11	9			8	8	8		
577.010-013%197954	Dwi-Comb Alc/Drug Intox-Persis	22	25			21	21	19		
577.010-014%197954	Dwi--Comb Alc/Drug Intox-Prior	5	5			5	5			
577.010-015%197954	Dwi--Combined Alc/Drug Intoxic	18	17		1	12	13		4	
577.012-001%200554	Excessive Bac-Chronic Offndr	4	3			1	1	1		
577.012-002%200554	Excessive Bac-Aggrvtd Offndr	5	3			1	1	1		
577.012-003%197954	Excessive Bac--Persistent Off	16	12			3	3	3		
577.012-004%197854	Excessive Bac--Prior Offender	0	0				0			
577.012-005%200154	*Disc-Excessive Blood Alcohol	10	6			2	2		1	
ORDIN.0-085%200054	Dwi - Alcohol	164	154		1	77	78	124		
ORDIN.0-086%200054	Dwi - Alcohol - Prior Offender	7	8			3	3		6	
ORDIN.0-087%200054	DWI - DRUG INTOXICATION	3	4			3	3		6	
ORDIN.0-088%200054	DWI - DRUG INTOXICATION - PRIOR OFF	0				0	0			
ORDIN.0-089%200054	Dwi - Combine Alcoh/Drg Intoxi	0				0	0			
		3,314	3,422	22	16	2,908	2,946	2,023	267	
		Guilty Outcomes						Sentence Code		

A	B	C	E	F	H	I	J	K	L	N	O	P	Q	R	
1	Associate Level														
2															
3															
4	Calendar Year	Charge Code	Charge description	Filed	Disposed	Certified	Guilty	Guilty	Guilty Plea	Outcome	DOC	Fine	Jail	SIS	Total Sentenced
138	2014	4741000	Dwi-Alcohol-Persistent Offen	1,577	1,545	1,353	0	0	20	20	9	2	8	0	19
139		4741500	Dwi-Alcohol-Prior Offender	1,382	1,608	35	3	1	1,410	1,414	1	303	1,062	47	1,413
140		4741700	Dwi-Alcohol Chronic Offndr	453	419	34	0	0	1	1	1	0	0	0	1
141		4741800	Dwi-Alcohol Aggravtd Offndr	579	609	537	0	0	4	4	3	0	1	0	4
142				8,648	10,087	193	4	28	8,976	9,008	3	1,536	2,945	4,516	9,000
143		4742300	Dwi-Drug Intox Chronic Offndr	18	17	15	0	0	0	0	-	-	-	-	-
144		4742700	Dwi-Drug Intox Aggravtd Offndr	26	18	17	0	0	0	0	-	-	-	-	-
145		4743000	Dwi-Drug Intoxicat-Persist Off	78	64	59	0	0	0	0	-	-	-	-	-
146		4743500	Dwi-Drug Intoxicat-Prior Offen	85	83	11	0	0	57	57	1	9	45	2	57
147		4744000	Dwi-Drug Intoxication	918	990	68	0	9	719	728	0	120	298	307	725
148		4744300	Dwi-Alchol/Drug Chronic Offndr	10	9	6	0	0	0	0	-	-	-	-	-
149		4744700	Dwi-Alchol/Drug Aggravtd Offndr	13	13	13	0	0	0	0	-	-	-	-	-
150		4745000	Dwi-Comb Alc/Drug Intox-Persis	24	21	17	0	0	0	0	-	-	-	-	-
151		4745500	Dwi-Comb Alc/Drug Intox-Prior	27	32	2	0	0	25	25	0	7	18	0	25
152		4746000	Dwi-Combined Alc/Drug Intoxic	175	212	16	0	1	152	153	0	22	62	69	153
153		4746300	Excessive Bac-Chronic Offndr	0	1	1	0	0	0	0	-	-	-	-	-
154		4746700	Excessive Bac-Aggrevtd Offndr	2	3	3	0	0	0	0	-	-	-	-	-
155		4747000	Excessive Bac-Persistent Off	13	9	8	0	0	0	0	-	-	-	-	-
156		4747500	Excessive Bac-Prior Offender	9	9	0	0	0	4	4	0	0	4	0	4
157		4748100	Disc-Excessive Blood Alcho	116	302	0	0	0	261	261	0	125	79	56	260
158		9143500	Dwi - Alcohol	386	142	0	0	4	110	114	0	23	16	75	114
159		9144000	Dwi - Alcohol - Prior Offender	17	7	0	0	0	5	5	0	1	0	4	5
160		9145000	Dwi - Alcohol - Prior Offender	0	8	0	0	0	7	7	0	1	3	3	7
161		9146500	Dwi - Combine Alcoh/Drg Intoxi	3	1	0	0	0	1	1	0	0	0	1	1
162			2014 Total	14,559	16,207	2,718	7	43	11,752	11,802	18	2,149	4,541	5,080	11,788
163			Statewide Totals	104,091	114,454	18,594	72	488	83,484	84,044	108	15,521	34,133	34,156	83,918

	A	B	C	D	E	F	H	I	J	K	M	N	O	P	Q
1	Circuit Level														
2															
3															
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Jury Verdict-Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
132	2014	4741000	Dwi--Alcohol--Persistent Offen	Fel/D	1,535	1,449	6	8	1,305	1,319	1,200	2	33	11	1,246
133		4741500	Dwi--Alcohol-Prior Offender	Misd/A	49	247	1	0	234	235	6	8	211	10	235
134		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	418	219	5	1	167	173	165	0	0	0	165
135		4741800	Dwi-Alcohol Aggravtd Offndr	Fel/C	613	687	4	2	621	627	599	3	4	1	607
136		4742000	Dwi--Alcohol	Misd/B	258	451	4	2	391	397	2	30	264	98	394
137		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	14	10	0	0	6	6	6	0	0	0	6
138		4742700	Dwi-Drug Intox Aggravtd Offndr	Fel/C	22	34	1	0	28	29	29	0	0	0	29
139		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	66	62	0	1	53	54	52	0	0	0	52
140		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	11	14	0	0	11	11	0	2	10	0	12
141		4744000	Dwi--Drug Intoxication	Misd/B	121	123	0	0	86	86	1	4	51	29	85
142		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	8	3	1	0	2	3	3	0	0	0	3
143		4744700	Dwi-Alchol/Drug Aggravtd Offndr	Fel/C	13	16	0	0	14	14	13	0	1	0	14
144		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	21	21	0	0	19	19	19	0	0	0	19
145		4745500	Dwi--Comb Alc/Drug Intox-Prior	Misd/A	3	4	0	0	2	2	0	0	2	0	2
146		4746000	Dwi-Combined Alc/Drug Intoxic	Misd/B	21	27	0	0	16	16	0	1	8	6	15
147		4746300	Excessive Bac-Chronic Offndr	Fel/B	2	1	0	0	1	1	1	0	0	0	1
148		4746700	Excessive Bac-Aggravtd Offndr	Fel/C	4	3	0	0	1	1	1	0	0	0	1
149		4747000	Excessive Bac--Persistent Off	Fel/D	8	7	0	0	3	3	3	0	0	0	3
150		4748100	*Disc-Excessive Blood Alcohol	Misd/B	0	3	0	0	2	2	0	1	1	0	2
151		9143500	Dwi - Alcohol	Ordin	182	154	0	3	73	76	0	7	11	57	75
152		9144000	Dwi - Alcohol - Prior Offender	Ordin	4	3	0	0	3	3	0	2	0	1	3
153		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	9	0	0	5	5	0	2	0	3	5
154		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	2	2	0	0	0	0	0	0	0	0	0
155		9147000	Dwi-Combin Alc/Drg Intx Prior	Ordin	1	1	0	0	0	0	0	0	0	0	0
156		2014 Total			3,376	3,550	22	17	3,043	3,082	2,100	62	596	216	2,974
157		Statewide Totals:			23,970	23,793	150	108	20,559	20,817	14,299	468	3,411	2,075	20,253

A	B	C	E	F	H	I	J	K	L	N	O	P	Q	R	
1	Associate Level														
2															
3															
Guilty Outcomes										Sentencet Code					
4															
111	Year	Code	Charge description	Filed	Disposed	Certified	Guilty	Guilty	Guilty Plea	Outcome	DOC	Fine	Jail	SIS	Total Sentenced
111	2013	4741000	Dwi-Alcohol-Persistent Offnrd	1,853	1,757	1,579	5	0	6	6	6	0	0	0	6
112		4741500	Dwi-Alcohol-Prior Offender	1,553	1,720	47	0	8	1,484	1,492	1	299	1,137	51	1,488
113		4741700	Dwi-Alcohol Chronic Offnrd	449	461	385	0	0	0	0	-	-	-	-	-
114		4741800	Dwi-Alcohol Aggravtd Offnrd	729	739	669	0	2	2	2	0	0	0	0	2
115				10,053	11,153	178	9	52	9,883	9,944	6	1,530	3,198	5,194	9,928
116		4742300	Dwi-Drug Intox Chronic Offnrd	12	15	13	0	0	0	0	-	-	-	-	-
117		4742700	Dwi-Drug Intox Aggravtd Offnrd	20	22	19	0	0	0	0	-	-	-	-	-
118		4743000	Dwi-Drug Intoxicat-Persist Off	90	81	63	0	0	0	0	-	-	-	-	-
119		4743500	Dwi-Drug Intoxicat-Prior Offe	70	66	2	0	0	58	58	0	11	43	4	58
120		4744000	Dwi-Drug Intoxication	994	1,011	88	0	8	717	725	0	122	321	278	721
121		4744300	Dwi-Alcohol/Drug Chronic Offnrd	7	9	8	0	0	0	0	-	-	-	-	-
122		4744700	Dwi-Alcohol/Drug Aggravtd Offnrd	14	15	13	0	0	0	0	-	-	-	-	-
123		4745000	Dwi-Comb Alc/Drug Intox-Persis	30	35	23	0	0	0	0	-	-	-	-	-
124		4745500	Dwi-Comb Alc/Drug Intox-Prior	23	26	2	0	0	21	21	0	3	18	0	21
125		4746000	Dwi-Combined Alc/Drug Intoxic	236	234	13	0	3	176	179	1	31	61	86	179
126		4746300	Excessive Bac-Chronic Offnrd	1	1	0	0	0	0	0	-	-	-	-	-
127		4746700	Excessive Bac-Aggravtd Offnrd	4	2	2	0	0	0	0	-	-	-	-	-
128		4747000	Excessive Bac-Persistent Off	6	5	5	0	0	0	0	-	-	-	-	-
129		4747500	Excessive Bac-Prior Offender	7	13	0	0	0	9	9	0	1	8	0	9
130		4748000	Excessive Bac-Prior Offender	0	1	0	0	0	0	0	-	-	-	-	-
131		4748100	Disc-Excessive Blood Alcabo	40	308	3	2	2	280	284	0	134	111	39	284
132		9143500	Dwi - Alcohol	303	134	0	0	6	95	101	0	28	24	49	101
133		9144000	Dwi - Alcohol - Prior Offender	9	8	0	0	0	6	6	0	2	4	0	6
134		9145000	Dwi - Alcohol - Prior Offende	3	13	0	0	0	10	10	0	5	0	5	10
135		9146500	Dwi - Combine Alcoh/Drg Intox	5	2	0	0	0	1	1	0	1	0	0	1
136		2013 Total		16,499	17,836	3,110	11	79	12,748	12,838	16	2,167	4,925	5,706	12,814
137															

	A	B	C	D	E	F	H	I	J	K	M	N	O	P	Q
1	Circuit Level														
2															
3															
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Jury Verdict- Guilty	Court Trial - Guilty	Guilty Plea	Guilty Outcome	DOC	Fine	Jail	SIS	Total Sentenced
108	2013	4741000	Dwi-Alcohol--Persistent Offen	Fel/D	1,793	1,741	9	6	1,573	1,588	1,450	0	28	9	1,487
109		4741500	Dwi-Alcohol-Prior Offender	Misd/A	64	202	1	1	187	189	5	8	171	5	189
110		4741700	Dwi-Alcohol Chronic Offndr	Fel/B	472	256	10	4	198	212	198	0	0	1	199
111		4741800	Dwi-Alcohol Aggravtd Offndr	Fel/C	793	798	3	4	717	724	687	0	6	1	694
112		4742000	Dwi-Alcohol	Misd/B	254	460	2	1	391	394	7	31	263	92	393
113		4742300	Dwi-Drug Intox Chronic Offndr	Fel/B	18	7	0	1	5	6	6	0	0	0	6
114		4742700	Dwi-Drug Intox Aggravtd Offndr	Fel/C	23	18	0	0	14	14	13	0	0	1	14
115		4743000	Dwi-Drug Intoxicat-Persist Off	Fel/D	77	71	0	0	64	64	61	0	0	2	63
116		4743500	Dwi-Drug Intoxicat-Prior Offen	Misd/A	6	20	0	0	17	17	0	2	15	0	17
117		4744000	Dwi-Drug Intoxication	Misd/B	123	119	0	0	90	90	3	9	47	30	89
118		4744300	Dwi-Alchol/Drug Chronic Offndr	Fel/B	11	4	0	0	1	1	1	0	0	0	1
119		4744700	Dwi-Alchol/Drug Aggravtd Offndr	Fel/C	13	12	0	0	12	12	11	0	0	0	11
120		4745000	Dwi-Comb Alc/Drug Intox-Persis	Fel/D	33	28	0	0	27	27	26	0	0	0	26
121		4745500	Dwi-Comb Alc/Drug Intox-Prior	Misd/A	1	2	0	0	2	2	0	0	2	0	2
122		4746000	Dwi-Combined Alc/Drug Intoxic	Misd/B	14	20	0	0	16	16	2	0	9	5	16
123		4746700	Excessive Bac-Aggravtd Offndr	Fel/C	3	6	0	0	6	6	6	0	0	0	6
124		4747000	Excessive Bac-Persistent Off	Fel/D	5	3	0	0	3	3	3	0	0	0	3
125		4748100	*Disc-Excessive Blood Alcohol	Misd/B	3	4	0	2	1	3	0	0	3	0	3
126		9143500	Dwi - Alcohol	Ordin	238	334	1	2	190	193	0	24	19	150	193
127		9144000	Dwi - Alcohol - Prior Offender	Ordin	12	11	0	0	10	10	0	2	1	7	10
128		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	11	0	0	6	6	0	1	1	4	6
129		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	2	3	0	0	2	2	0	1	0	1	2
130			2013 Total		3,958	4,130	26	21	3,532	3,579	2,479	78	565	308	3,430
131															

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	<b>Municipal (JIS only)</b>																
2	includes county data																
3																	
4	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Certified	Tried/Court-Guilty	Guilty Plea	Total Guilty Outcomes	DOC	Fine	Jail	SIS	Total Sentenced		
45	2015																
46	ORDIN.0-085%200054	9143500	Dwi - Alcohol	Ordin	985	967	22	4	802	828	1	159	42	605	<b>807</b>		
47	ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	Ordin	40	38	4	0	29	33		12	6	11	<b>29</b>		
48	ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	Ordin	99	91	0	1	65	66		19	4	43	<b>66</b>		
49	ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	7	5	0	0	5	5		2	0	3	<b>5</b>		
50					<b>2015 Total</b>	<b>1,131</b>	<b>1,101</b>	<b>26</b>	<b>5</b>	<b>901</b>	<b>932</b>	<b>1</b>	<b>192</b>	<b>52</b>	<b>662</b>	<b>907</b>	
51																	
52	2016																
53	ORDIN.0-085%200054	9143500	Dwi - Alcohol	Ordin	919	911	30	2	759	791	0	177	44	536	<b>757</b>		
54	ORDIN.0-086%200054	9144000	Dwi - Alcohol - Prior Offender	Ordin	29	26	2	0	17	19	0	9	1	7	<b>17</b>		
55	ORDIN.0-087%200054	9145000	DWI - DRUG INTOXICATION	Ordin	115	76	2	0	59	61	0	14	2	42	<b>58</b>		
56	ORDIN.0-089%200054	9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	26	15	0	0	7	7	0	2	1	4	<b>7</b>		
57					<b>2016 Total</b>	<b>1089</b>	<b>1028</b>	<b>34</b>	<b>2</b>	<b>842</b>	<b>878</b>	<b>0</b>	<b>202</b>	<b>48</b>	<b>589</b>	<b>839</b>	
58																	
59					<b>Statewide Totals:</b>	<b>7,714</b>	<b>8,059</b>	<b>134</b>	<b>21</b>	<b>6,793</b>	<b>6,948</b>	<b>3</b>	<b>1,714</b>	<b>609</b>	<b>4,470</b>	<b>6,796</b>	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	<b>Municipal (JIS only)</b>																
2	includes county data																
3																	
4	Sentence Code																
5	Calendar Year	Charge Code	Charge description	Charge Level	Filed	Disposed	Certified	Tried/Court-Guilty	Guilty Plea	Total Guilty Outcomes	DOC	Fine	Jail	SIS	Total Sentenced		
6	2009	9143500	Dwi - Alcohol	Ordin	1,156	1,103	12	1	959	972	0	217	98	644	959		
7		9144000	Dwi - Alcohol - Prior Offender	Ordin	33	16	0	0	11	11	0	5	3	3	11		
8		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	55	1	0	44	45	0	20	7	17	44		
9		9145500	Dwi - Drug Intox -Prior Offend	Ordin	3	1	0	0	1	1	0	0	1	0	1		
10		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	10	7	0	0	5	5	0	0	1	4	5		
11		<b>2009 Total</b>			<b>1,202</b>	<b>1,182</b>	<b>13</b>	<b>1</b>	<b>1,020</b>	<b>1,034</b>	<b>0</b>	<b>242</b>	<b>110</b>	<b>668</b>	<b>1,020</b>		
12	2010	9143500	Dwi - Alcohol	Ordin	892	875	8	4	753	765	0	237	90	426	753		
13		9144000	Dwi - Alcohol - Prior Offender	Ordin	61	38	1	0	31	32	0	20	5	6	31		
14		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	67	1	2	46	49	0	16	7	25	48		
15		9145500	Dwi - Drug Intox -Prior Offend	Ordin	0	2	0	0	1	1	0	0	0	1	1		
16		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	7	7	0	0	5	5	0	2	0	3	5		
17		<b>2010 Total</b>			<b>960</b>	<b>989</b>	<b>10</b>	<b>6</b>	<b>836</b>	<b>852</b>	<b>0</b>	<b>275</b>	<b>102</b>	<b>461</b>	<b>838</b>		
18	2011	9143500	Dwi - Alcohol	Ordin	867	851	6	1	723	730	1	195	80	446	722		
19		9144000	Dwi - Alcohol - Prior Offender	Ordin	45	40	3	0	33	36	0	16	9	8	33		
20		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	67	0	0	52	52	0	10	9	33	52		
21		9145500	Dwi - Drug Intox -Prior Offend	Ordin	1	1	0	0	1	1	0	0	0	1	1		
22		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	9	8	0	0	7	7	0	0	0	7	7		
23		<b>2011 Total</b>			<b>922</b>	<b>967</b>	<b>9</b>	<b>1</b>	<b>816</b>	<b>826</b>	<b>1</b>	<b>221</b>	<b>98</b>	<b>495</b>	<b>815</b>		
24	2012	9143500	Dwi - Alcohol	Ordin	812	878	12	0	761	773	1	179	68	512	760		
25		9144000	Dwi - Alcohol - Prior Offender	Ordin	27	32	1	0	20	21	0	9	2	9	20		
26		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	65	0	1	46	47	0	15	5	27	47		
27		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	10	8	0	0	8	8	0	1	1	6	8		
28		<b>2012 Total</b>			<b>849</b>	<b>983</b>	<b>13</b>	<b>1</b>	<b>835</b>	<b>849</b>	<b>1</b>	<b>204</b>	<b>76</b>	<b>554</b>	<b>835</b>		
29	2013	9143500	Dwi - Alcohol	Ordin	740	802	15	4	703	722	0	172	51	482	705		
30		9144000	Dwi - Alcohol - Prior Offender	Ordin	35	38	3	0	26	29	0	10	1	15	26		
31		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	53	0	0	36	36	0	9	3	24	36		
32		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	7	6	0	0	5	5	0	4	0	1	5		
33		<b>2013 Total</b>			<b>782</b>	<b>899</b>	<b>18</b>	<b>4</b>	<b>770</b>	<b>792</b>	<b>0</b>	<b>195</b>	<b>55</b>	<b>522</b>	<b>772</b>		
34	2014	9143500	Dwi - Alcohol	Ordin	748	804	7	0	699	706	0	166	59	471	696		
35		9144000	Dwi - Alcohol - Prior Offender	Ordin	28	30	3	0	19	22	0	4	4	10	18		
36		9145000	Dwi - Alcohol - Prior Offender	Ordin	0	70	1	1	51	53	0	12	5	35	52		
37		9146500	Dwi - Combine Alcoh/Drg Intoxi	Ordin	3	6	0	0	4	4	0	1	0	3	4		
38		<b>2014 Total</b>			<b>779</b>	<b>910</b>	<b>11</b>	<b>1</b>	<b>773</b>	<b>785</b>	<b>0</b>	<b>183</b>	<b>68</b>	<b>519</b>	<b>770</b>		
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# Missouri Coalition for Roadway Safety

## Purpose and Procedural Guidelines

### ***Coalition Mission:***

The Missouri Coalition for Roadway Safety is a partnership of local, state, federal, public, and private organizations committed to the common goal of making travel on Missouri's roadways safer.

### ***Primary Goals:***

- 700 or fewer fatalities by 2020;
- Develop and strengthen partnerships;
- Promote the use of crash data to identify problems and countermeasures;
- Coordinate intervention strategies to achieve crash reductions;
- Identify and share best practices within and throughout Missouri's safety community;
- Emphasize and implement safety measures throughout all operational processes;
- Identify and share safety programs and related efforts by other partners and coordinate as appropriate;
- Evaluate, assess, and adjust strategies as necessary; and
- Promote the enhancement of data collection procedures and processes.

### ***Participation:***

Participation shall be open to any national, regional, state, or local organization and any individual interested in promoting the purpose of the Missouri Coalition for Roadway Safety.

All participant organizations and individuals shall have equal status in all respects.

### ***Leadership:***

The affairs of the Missouri Coalition for Roadway Safety shall be directed by an Executive Committee consisting of representatives from the following organizations, agencies, or subcommittees:

- AAA – Auto Club of Missouri
- Department of Health and Senior Services
- Department of Public Safety
- Department of Revenue
- Division of Alcohol and Tobacco Control
- East-West Gateway Council of Governments

## **MCRS Purpose and Procedural Guidelines**

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Law Enforcement Traffic Safety Advisory Council
- Mid-America Regional Council
- Missouri Department of Transportation
- Missouri Municipal League
- Missouri Police Chiefs Association
- Missouri Safety Center
- Missouri Sheriff's Association
- Missouri State Highway Patrol
- Missouri Trucking Association
- National Highway Traffic Safety Administration
- Subcommittee Chairs
  - Commercial Motor Vehicle Subcommittee
  - Elder Mobility and Safety Subcommittee
  - Enforcement Subcommittee
  - Impaired Driving Subcommittee
  - Infrastructure Subcommittee
  - Motorcycle Subcommittee
  - Occupant Protection Subcommittee
  - Public Information Subcommittee
  - Strategic Planning and Implementation Subcommittee
  - Traffic Incident Management Subcommittee
  - Traffic Records Coordinating Subcommittee

The representatives of participant organizations, agencies, and subcommittees shall elect the Executive Committee Chair and Vice Chair. The term or office shall be for one year with an option of not more than two consecutive terms.

Vacancies for officers shall be filled by the majority vote of the Executive Committee to complete the unexpired term.

The Chair, with concurrence of the Executive Committee, shall name individuals and/or representatives of participating organizations and agencies to head subcommittees and special task forces.

Duties of the two officer positions are:

### **Chair**

1. Preside at all meetings of the Missouri Coalition for Roadway Safety.
2. Monitor and assist Subcommittee Chairs in addressing tasks and activities.
3. Represent the Coalition at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations regarding Coalition efforts and activities (or assign such responsibility to others when necessary).

# MCRS Purpose and Procedural Guidelines

## Vice Chair

1. Preside at meetings in the absence of the Chair.
2. Assist the Chair with Missouri Coalition for Roadway Safety activities, strategic plans, and operations.

## ***Subcommittees:***

Subcommittees shall be established to effectively address the mission of the Coalition. Subcommittees shall be added or deleted upon the approval of the Executive Committee. Each Subcommittee shall have a Chair and Vice Chair.

Duties of the two officer positions are:

## Chair

1. Preside at all meetings of the Subcommittee.
2. Guide the completion of Subcommittee activities and tasks.
3. Represent the Subcommittee at selected functions and meetings (or assign such responsibility to others when necessary).
4. Give presentations at Coalition meetings or selected functions reviewing Subcommittee efforts and activities (or assign such responsibility to others when necessary).

## Vice Chair

1. Preside at meetings in the absence of the Chair.
2. Assist the Chair in helping the Subcommittee achieve the Coalition goals and assigned responsibilities.

## ***Subcommittee Responsibilities:***

### CMV Subcommittee

- Reduce commercial motor vehicle accidents in Missouri
- Education public on commercial vehicles
  - Importance of industry to the economy
  - Sharing the road safely
- Improvement of public image
- Safety legislation for commercial motor vehicles

### Elder Mobility and Safety Subcommittee

- Establish membership
- Develop strategies to address elder driver safety and mobility
- Encourage collaborative efforts among stakeholders

### Enforcement Subcommittee (LETSAC)

- Coordinate the statewide law enforcement initiatives
- Collect law enforcement activity data

## **MCRS Purpose and Procedural Guidelines**

- Identify training and equipment needs
- Identify and share innovative law enforcement programs and strategies
- Identify legislative initiatives
- Promote officer safety
- Promote key statewide law enforcement mobilizations
- Provide technical assistance to regional coalitions

### **Impaired Driving Subcommittee**

- Identification and review of emerging issues
- Review of innovative programs
- Review of current programs
- Identification of training needs
- Identification of legislative initiatives

### **Infrastructure Subcommittee**

- Promote the implementation of the infrastructure related necessary 9
- Promote road safety audits
- Review training needs in the infrastructure area
- Assist in coordinating efforts between the state and local engineering entities

### **Motorcycle Subcommittee**

- Develop and implement a Statewide Motorcycle Safety Plan
- Coordinate with the Missouri Safety Center at University of Central Missouri to help oversee and promote the Missouri Motorcycle Training Program
- Review crash statistics and develop strategies to reduce the number of serious and fatal motorcycle injuries
- Review motorcycle safety public information campaigns

### **Occupant Protection Subcommittee**

- Review and implement the recommendations in the National Highway Traffic Safety Administration Occupant Protection Assessment
- Review and implement the Centers for Disease Control Occupant Protection Workshop recommendations
- Review strategies to increase safety belt use/child safety seat use
- Host occupant protection workshops and summits
- Monitor the fatal and serious injury crashes involving a non-belted occupants

### **Public Information Subcommittee**

- Develop a statewide media plan
- Coordinate overall public information effort with both the state and regional coalitions
- Develop PI toolkits and distribute to the regional coalitions
- Distribute PI funding and monitor PI activity by the regional coalitions
- Draft press releases
- Coordinate events

## **MCRS Purpose and Procedural Guidelines**

- Provide technical assistance to regional coalitions

### **Strategic Planning and Implementation Subcommittee**

- Monitor the operation and membership of the MCRS and make recommendations as necessary
- Facilitate the development and implementation of regional coalition plans
- Assist in identification of funding availability and promote coordination of resources
- Encourage extensive coordination of highway safety activities throughout the state
- Coordinate the distribution of funds to the regional coalitions
- Monitor activities of the MCRS Subcommittees
- Monitor the membership on MCRS Subcommittees to assure balanced representation
- Assess the technical assistance needs of the regional coalitions
- Facilitate the revision of the Missouri's Blueprint

### **Traffic Incident Management Subcommittee**

- Promote Traffic Incident Management training to all 31,000 first responders.
- Monitor Traffic Incident Management performance measures time to clear and secondary amount of delay
- Monitor and promote MoDOT policy changes
- Develop corridor plans for I-70 and I-44 including detour routes
- Strategic planning
- Other priorities as identified by the subcommittee

### **Traffic Records Coordinating Subcommittee**

- Provide updates on fatal and serious injury crash data
- Collect and compile annual regional coalition activity reports
- Monitor the contributing factors associated with crashes
- Monitor progress toward the 2016 fatality goal
- Monitor the implementation of Targeted Ten
- Assist regional coalitions with data needs

### ***Call of Meetings:***

Meetings shall be held on a quarterly basis with the concurrence of the representatives and participants of the Coalition.

### ***Regional Coalitions:***

Regional coalitions are established in 7 locations throughout the state. These coalitions are charged with:

- assisting with the implementation of Missouri Blueprint;
- conducting regional data analysis to guide highway safety activities;

## MCRS Purpose and Procedural Guidelines

- expanding the regional safety network and partnerships by increasing coalition membership;
- actively participating in MCRS meetings, campaigns, and promotions;
- developing a localized safety plan for the region; and
- facilitating the expenditure of allocated funds.

The corresponding MoDOT district office and Missouri State Highway Patrol troop shall help facilitate the coalition meetings, expansion of coalition membership, development and implementation of regional strategic highway safety plans and distribution of funding. Representatives from each of the 7 regional coalitions shall be encouraged to attend the quarterly MCRS meetings and give updates on respective regional coalition activities. The regional coalitions shall be encouraged to elect a chair and vice chair and establish a set of operating procedures.

Each regional coalition shall identify:

- A member to serve as the liaison between the MCRS and their regional coalition.
- A member to serve on the MCRS Public Information Subcommittee. Their participation will help assure broad based input into the development and implementation of public information initiatives.
- A member to serve as the Advocacy Liaison to address legislative initiatives and promote the “Saved by the Belt” program.

### *Changing of These Guidelines:*

These guidelines may be changed by a two-thirds vote of those representatives of participant organizations and individuals present at the meeting.

# Missouri Coalition for Roadway Safety

[www.savemolives.com](http://www.savemolives.com)

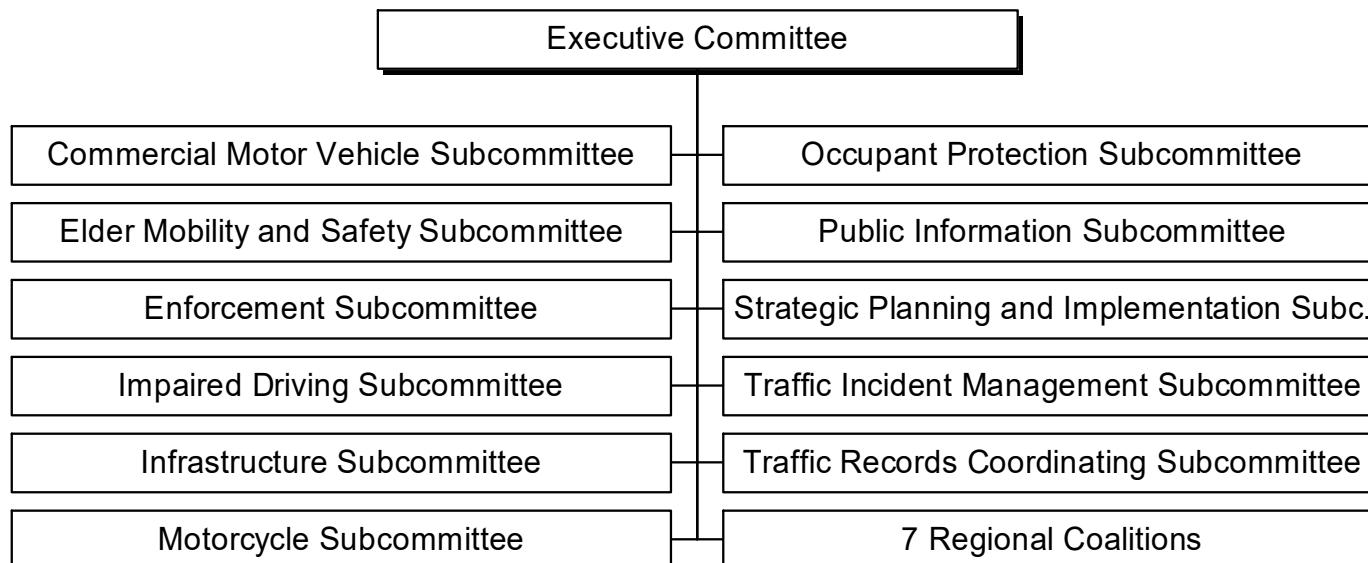
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- Coordinate intervention strategies to achieve crash reductions;
- Identify and share best practices within and throughout Missouri's safety community;
- Emphasize and implement safety measures throughout all operational processes;
- Identify and share safety programs and related efforts by other partners and coordinate as appropriate;
- Evaluate, assess, and adjust strategies as necessary; and
- Promote the enhancement of data collection procedures and processes.

## **7 Regional Coalitions**



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